
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av främre och bakre vingbalkar

GÄLLER: Modell 8GCBC alla S/N

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 98-05-04

TID FÖR ÅTGÄRD: Inom tre (3) månader och därefter i intervaller angivna i
FAA AD 98-05-04 räknat från detta LVD's beslutsdatum

UNDERLAG: FAA AD 98-05-04 och där angivet underlag

REFERENS: FAA AD 98-05-04

BESLUTSDATUM: 1998-03-23

LFS 1998:17

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.

Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450

AIRWORTHINESS DIRECTIVE

Bilaga till LVD 2851

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-05-04 AMERICAN CHAMPION AIRCRAFT CORP.: Amendment 39-10365; Docket No. 97-CE-37-AD. Supersedes AD 87-18-09, Amendment 39-5725.

Applicability: Model 8GCBC airplanes, all serial numbers, certificated in any category, that are equipped with wood wing spars.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, repaired, or reconfigured in the area subject to the requirements of this AD. For airplanes that have been modified, altered, repaired, or reconfigured so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To detect possible compression cracks and other damage in the wood spar wing, which, if not corrected, could eventually result in in-flight structural failure of the wing with consequent loss of the airplane, accomplish the following:

(a) Within the next 3 calendar months after the effective date of this AD, accomplish the following:

(1) Install inspection holes in the top and/or bottom surface of each wing in accordance with American Champion Aircraft Corporation (ACAC) Service Letter 417, Revision B, dated February 10, 1998. No further action is required by this paragraph (paragraph (a)(1) of this AD) if inspection holes are installed in accordance with ACAC Service Letter 417, Revision A, dated October 2, 1997; or ACAC Service Letter 417, dated August 14, 1997.

(2) Inspect (detailed visual) both the front and rear wood wing spars for cracks; compression cracks; longitudinal cracks through the bolt holes or nail holes; and loose or missing nails (referred to as damage hereon). Accomplish these inspections in accordance with ACAC Service Letter 406, dated March 28, 1994.

(3) If any spar damage is found, prior to further flight, accomplish the following:

(i) Repair or replace the wood wing spar in accordance with Advisory Circular (AC) 43-13-1A, Acceptable Methods, Techniques and Practices; or other data that is approved by the FAA for wing spar repair or replacement.

(ii) If the wing is recovered, accomplish the installations required by paragraph (a)(1) of this AD, as applicable.

(4) Install inspection hole covers or fabric patches, as required, on the top and bottom surface of the wing in accordance with ACAC Service Letter 417, Revision B, dated February 10, 1998. No further action is required by this paragraph (paragraph (a)(4) of this AD) if inspection hole covers are installed in accordance with ACAC Service Letter 417, Revision A, dated October 2, 1997; or ACAC Service Letter 417, dated August 14, 1997.

(b) Within 12 calendar months or 500 hours time-in-service (TIS) (whichever occurs first) after accomplishing all actions required by paragraph (a), all subparagraphs included, of this AD, and thereafter at intervals not to exceed 12 calendar months or 500 hours TIS, whichever occurs first, accomplish the inspection, repair, replacement, and installation required by paragraphs (a)(2), (a)(3), as applicable; including its subparagraphs; and (a)(4) of this AD.

NOTE 2: The affected airplanes are not certificated for aerobatic maneuvers. AD 87-18-09 required a placard prohibiting aerobatic maneuvers in addition to the existing operational placard. The FAA encourages owners/operators of the affected airplanes to keep this placard installed on their airplanes.

(c) If any of the affected airplanes are involved in an incident or accident involving wing damage after the effective date of this AD, prior to further flight, accomplish the inspection, repair, replacement, and installation required by paragraphs (a)(2), (a)(3), as applicable; including its subparagraphs; and (a)(4) of this AD.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance time that provides an equivalent level of safety may be approved by the Manager, Chicago Aircraft Certification Office (ACO), 2300 E. Devon Avenue, Des Plaines, Illinois 60018.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

(2) Alternative methods of compliance approved in accordance with AD 87-18-09 (superseded by this action) are not considered approved as alternative methods of compliance for this AD.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Chicago ACO.

(f) The installation required by this AD shall be done in accordance with American Champion Aircraft Corp. Service Letter 417, Revision B, dated February 10, 1998; American Champion Aircraft Corp. Service Letter 417, Revision A, dated October 2, 1997; or American Champion Aircraft Corp. Service Letter 417, dated August 14, 1997. The inspections required by this AD shall be done in accordance with American Champion Aircraft Corp. Service Letter 406, dated March 28, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the American Champion Aircraft Corp., P.O. Box 37, 32032 Washington Avenue, Highway D, Rochester, Wisconsin 53167. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(g) This amendment (39-10365) supersedes AD 87-18-09, Amendment 39-5725.

(h) This amendment (39-10365) becomes effective on April 17, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. William Rohder, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7697; facsimile: (847) 294-7834.