

LUFTFARTSTILSYNET  
Postboks 8050 Dep., 0031Oslo  
Besøksadresse:  
Rådusgata 2, Oslo  
Telefon : 23 31 78 00  
Telefax : 23 31 79 95  
E-post: postmottak@caa.dep.no

# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

TIGER AIRCRAFT-1  
(Tidligere American General  
Aircraft, tidligere Gulfstream)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

## 95-060A KONTROLL AV VINGEBOLTER

### Påbudet gjelder:

Tiger Aircraft LLC, AA-5, AA-5A, AA-5B og AG-5B, alle serienummer som beskrevet i vedlagte kopi av FAA AD 95-19-15 R1.

### Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 95-19-15 R1.

### Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA AD 95-19-15 R1.  
Punkt (e) (6) med virkning fra denne LDP's gyldighetsdato.

### Referanse:

FAA AD 95-19-15 R1.

### Gyldighetsdato:

2005-11-01.

# AIRWORTHINESS DIRECTIVE



Aircraft Certification Service  
Washington, DC

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

*We post ADs on the internet at "www.faa.gov"*

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) 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 14 CFR part 39, subpart 39.3).

**95-19-15 R1 Tiger Aircraft LLC:** (Type Certificate A16EA formerly held by American General Aircraft Corporation and Grumman American Aviation Corporation): Amendment 39-14222; Docket No. FAA-2005-20968; Directorate Identifier 94-CE-15-AD.

## When Does This AD Become Effective?

- (a) This AD becomes effective on October 3, 2005.

## What Other ADs Are Affected By This Action?

- (b) This AD revises AD 95-19-15, Amendment 39-9377.

## What Airplanes Are Affected By This AD?

- (c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial numbers
AA-5	All Serial Numbers.
AA-5A	All Serial Numbers.
AA-5B	All Serial Numbers.
AG-5B	99998, 10000 through 10174.

## What Is the Unsafe Condition Presented in This AD?

(d) AD 95-19-15 currently requires you to inspect the wing attach shoulder bolts for fretting, scoring, wear, or enlarged or elongated mounting holes (known as damage from hereon); replace any damaged parts; repair any damaged areas; inspect the wing spar at the center spar clearance gap for excessive clearance; and shim the spar if excessive clearance is found. That AD was written to apply to all serial numbers of all models. A design change was made in this area beginning with serial number 10175 of the Model AG-5B airplanes. Therefore, the action should not apply to Model AG-5B airplanes with a serial number of 10175 or higher. This AD retains all the actions of AD 95-19-15 for all airplanes originally affected, but cuts off the applicability for the Model AG-5B airplanes at serial number 10174. We are issuing this AD to continue to prevent wing attach shoulder bolt failure, which, if not detected and corrected, could lead to structural damage of the wing/fuselage to the point of failure.

## What Must I Do To Address This Problem?

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Inspect any inboard wing attach shoulder bolt for: (i) Fretting, scoring, or wear (removal of the cad plating) to the shoulder of the bolt (ii) A smooth machined area between the threads and the shoulder bevel of the shoulder bolt profile	Within the next 100 hours aircraft time-in-service (TIS) after November 17, 1995 (the effective date of AD 95-19-15, unless already done	Follow American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005.
(2) Replace any inboard wing attach shoulder bolt with wear (removal of the cad plating from the shoulder of the bolt) or if the threads contact the shoulder of the bolt found during the inspections required in paragraph (e)(1) of this AD	Before further flight after the inspection required by paragraph (e)(1) of this AD	Follow American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005.
(3) Inspect the mounting holes in the wing spar and the center section spar for enlargement or elongation that exceeds the specified dimension	Within the next 100 hours aircraft time-in-service (TIS) after November 17, 1995 (the effective date of AD 95-19-15), unless already done	Follow American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005.
(4) Ream and bush any mounting hole that exceeds the specified dimension found during the inspection required by paragraph (e)(3) of this AD	Before further flight after the inspection required by paragraph (e)(3) of this AD	Follow American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005
(5) Inspect the wing spar at the center spar clearance gap for excessive clearance, and shim the spar if excessive clearance is found	Before further flight after the inspections required by paragraphs (e)(1) and (e)(3) of this AD	Follow American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005.
(6) Do not install any wing attach shoulder bolt that has wear resulting in removal of the cad plating from the shoulder of the bolt or if the threads contact the shoulder bevel of the shoulder bolt profile	As of October 3, 2005 (the effective date of this AD)	Not Applicable.

## May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, New York Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Richard Beckwith, Aerospace Engineer, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-794-5531; facsimile: 516-794-5531.

## Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in American General Aircraft Corporation Service Bulletin No. SB-185-A, Revision A, dated January 10, 2005. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Tiger Aircraft LLC, 226 Pilot Way, Martinsburg, WV 25401. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to:

[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html) or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2005-20968; Directorate Identifier 94-CE-15-AD.

Issued in Kansas City, Missouri, on August 11, 2005.

Kim Smith,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-16260 Filed 8-19-05; 8:45 am]

BILLING CODE 4910-13-P

LUFTFARTSTILSYNET  
Postboks 8050 Dep., 0031Oslo  
Besøksadresse:  
Rådusgata 2, Oslo  
Telefon : 23 31 78 00  
Telefax : 23 31 79 95  
E-post: postmottak@caa.dep.no

# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

TIGER AIRCRAFT-2  
(Tidligere American General  
Aircraft, tidligere Gulfstream)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

## 2006-014 "INSPECTION OF BONDED JOINTS"

### Påbudet gjelder:

Tiger Aircraft LLC, alle AA-1, AA-1A, AA-1B, AA-1C, AA-5, AA-5A, og AA-5B  
fartøyer som beskrevet i vedlagte kopi av EASA AD No.: 2005-0036.

### Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av EASA AD No.: 2005-0036.

*Anm.: Denne LDP erstatter og opphever LDP 64/76.*

### Tid for utførelse:

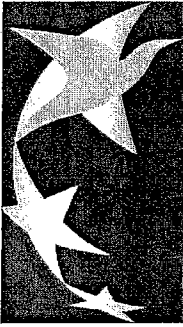
Til de tider som er beskrevet i vedlagte kopi av EASA AD No.: 2005-0036, med virkning fra denne LDP's gyldighetsdato.

### Referanse:

EASA AD No.: 2005-0036.

### Gyldighetsdato:

2006-03-31.

EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No.: 2005-0036</p> <p style="text-align: center;">Date: 22 December 2005</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<b>Type Approval Holder's Name</b> Tiger Aircraft LLC	<b>Type/Model designation</b> AA-1 and AA-5	
FAA TCDS A11EA and A16EA		
Foreign AD: State of Design FAA AD 76-17-03		
Supersedure: Supersedes FAA AD 76-17-03 & CAA UK AD Gulfstream AA-1/AA-5 0527 PRE 78 REV 2		
<b>ATA 50</b>	<b>Structure – Bonded Joints – Inspection</b>	
Manufacturers:	American Aviation Corporation, Grumman American Aviation Corporation, and Gulfstream American Corporation.	
Applicability:	AA-1, AA-1A, AA-1B, AA-1C, AA-5, AA-5A, and AA-5B series aircraft.	
Reason:	<p>There have been at least 14 separate findings of delamination of bonded joints with in control surfaces, wing and empennage structures of AA-1 and AA-5 series aircraft registered in the UK. FAA AD 76-17-03 dated 30 August 1976 in conjunction with Service Letter 74-2 direct a non-repetitive inspection and rework of the control surface bonded joints. However the findings on the UK fleet show that bonded joints of other structural components, wings and empennage, are prone to extensive delamination. EASA is also aware of additional reports of delamination to foreign registered aircraft.</p> <p>Delamination of wing and empennage joints, if left undetected and reworked would lead to a loss of structural integrity and eventual catastrophic failure.</p>	
Effective Date:	30 December 2005	
Compliance:	<b>Required</b> within 150 flight hours or 12 months after the effective date of this directive, whichever occurs first. For aircraft where the inspection has been previously accomplished, not later than 150 flight hours or 12 months after that inspection, whichever occurs first.	

	<p><b>Inspect</b> all bondlines in accordance with the requirements of Grumman Service Letter 74-2 to include all the trailing edges and ribs in the wings, fin and tailplane. On aircraft AA-1, AA-1A, AA-1B up to Serial No. 0650, and AA-5 Serial No. 0001. The mid span joint and cover strip is fully bonded with a single rib at the joint line. Removal of the mid span cover strips is not required, a detailed visual inspection of all bondlines, including the external mid span strip using appropriate equipment from within the wing structure is acceptable. On aircraft AA-1B Serial No. 0651 and above, AA-1C, and AA-5 Serial No. 0002 and above. The mid span joint has two wing ribs close together at the joint line and the cover strip is riveted in place. To facilitate the inspection of all the wing rib bondlines at the mid span joint, the metal strips covering the wing panel joints should be removed to allow detailed inspection of all bondlines. Repair any de-lamination in accordance with Grumman American Service Kit No. 125A.</p> <p><b>Repeat</b> the inspection at intervals not exceeding 150 hours or 12 months, whichever occurs first.</p> <p><b>NOTES:</b></p> <p>1. To minimise the damage caused by repeated de-riveting, the mid span cover strips may be re-fitted using riv-nuts in accordance with Fletcher Inc Service Kit 155.</p> <p>2. When ribs in the integral fuel tanks require reattachment the area of riveting must be sealed as specified in paragraph 7-20-03 of the Manufacturer's Service Manual.</p>
Ref. Publications:	<p>Grumman American Service Letter 74-2 and Grumman American Service Kit 125A. Contact Tiger Aircraft LLC 226 Pilot Way, Martinsburg, West Virginia 25401 USA for details of suppliers.</p> <p>Fletcher Inc Service Kit 155 available from Fletcher Inc., 9000 Randolph St., Houston, TX. 77061; Tel. (713)641-2023</p>
Remarks:	<p>This AD was previously published for comment as PAD 05-020. The comments received are addressed in the Comment Response Document on PAD 05-020 published on the EASA web site.</p> <p>Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></p>

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LUFTFARTSVERKET  
Hovedadministrasjonen  
Avd. for Luftfartsinspeksjon  
Postboks 18, 1330 Oslo Lufthavn  
Telefon: Oslo (02) 121340  
AFN : ENF8YA  
Tigr. : CIVILAIR OSLO  
Telex : 17011 ldal n

## LUFTDYKTIGHETSPÅBUD (LDP)

Motordrevne luft-  
fartøy  
Hiller-1

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

48/73 INSPEKSJON AV HOVEDROTORNAVET PÅ HILLER UH-12

### Påbudet gjelder:

Alle Hiller modell UH-12, UH-12A, UH-12B, UH-12C, UH-12D og UH-12E.

### Påbudet omfatter:

På grunn av muligheten for sprekker i hovedrotornavet, 51437, 51437-6, 51437-7, 51437-8, 51437-9, 51437-11, 51437-901 og 51437-11-911, skal følgende inspeksjon utføres:

Hovedrotornav, med partnummer som angitt ovenfor, skal kontrolleres for sprekker innvendig og utvendig i området på navet omkring "T-union mounting stud holes".

Sprekk-kontrollen skal utføres med "Dye-penetrant" metoden.

Dersom en finner sprekker skal delen byttes ut med ny før videre flyging. Funn av sprekker skal rapporteres til Luftfartsdirektoratet.

### Tid for utførelse:

Innen 5 flytimer regnet fra 5. oktober 1973 og deretter ved hvert 50 timers gangtidsintervall.

### Referanse:

FAA AD-note 73-20-3 omhandler samme sak.

65/74 SPREKKKONTROLL AV "CONTROL ROTOR BLADE SPAR TUBE" PÅ HILLER UH-12

### Påbudet gjelder:

Hiller helikopter modeller UH-12, UH-12A, UH-12B, UH-12C, UH-12D, UH-12E (4 seters).

### Påbudet omfatter:

For å oppdage eventuelle sprekker i "control rotor blade spar tube" og "cuff" og for å opprettholde en gangtid på 6860 timer på Hiller delnr. 36124 "cuff" brukt i forbindelse med "unfaired paddles", skal følgende utføres:

forts.

**MERK!** For at angjeldende flymateriell skal være luftdyktig, må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

- 65/74  
forts.
1. Kontroller, reparer eller skift "control rotor blade spar tube" og "cuff" som vist i Hiller Aviation Service Bulletin No. 36-1, revisjon 2, datert 19. juni 1974 eller senere revisjoner.

Dersom en reparasjon er foretatt i henhold til nevnte Service Bulletin, skal "control rotor blade spar tube" ("faired og unfaired") og "cuff" kasseres innen 2500 timers gangtid etter reparasjonen eller når nåværende godkjente totale gangtid (total gangtid før reparasjonen pluss total gangtid etter reparasjonen) er oppnådd. Duktrukket, metalltrukket, "faired" og "unfaired control rotor blades" er ikke ombyttbare.

2. Hiller delnr. 36124 "cuffs" montert sammen med "unfaired paddles" skal skiftes.
3. På "cuffs" med ukjent gangtid skal det foretas en sprekkekontroll etter "dye penetrant" metoden som vist i ovennevnte Service Bulletin. Sprukne "cuffs" skal skiftes før flyging.

Tid for utførelse:

1. Innen 100 timers gangtid fra 24. mai 1977 og deretter med 100 timers intervall.
2. Innen 200 timers gangtid fra 24. mai 1977 dersom "cuffs" har oppnådd mer enn 6660 timers total gangtid. "Cuffs" med en total gangtid mindre enn 6660 timer skal skiftes innen en total gangtid på 6860 timer er oppnådd. "Cuffs" med ukjent gangtid skal skiftes innen 25 timers gangtid fra
3. Innen en total gangtid på 25 timer fra 24. mai 1977 og deretter gjentatt kontroll med et gangtidsintervall på 50 timer. Alle "cuffs" skal skiftes innen en gangtid på 225 timer er oppnådd etter 7. april 1977.

Referanser:

FAA AD 77-07-05, Emergency AD og Hiller Aviation Service Bulletins No. 36-1, revisjon 2, datert 19. juni 1974 omhandler samme sak.



LUFTFARTSVERKET  
Hovedadministrasjonen  
Avd. for Luftfartsinnspeksjon  
Postboks 18, 1330 Oslo Lufthavn  
Telefon: Oslo (02) 121340  
AFTN : ENFBYA  
Tlgr. : CIVILAIR OSLO  
Telex : 17011 ldal n

## LUFTDYKTIGHETSPÅBUD (LDP)

Motordrevne luft-  
fartøyer  
Hiller-2

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

11/78 MONTERING AV BESKYTTELSESEKSEL PÅ BRENNSTOFFVELGERKRAN

Påbudet gjelder:

Hiller helikopter modeller UH-12C, D, E (fireseters), L, E-L og L4 sertifisert i alle kategorier og påmontert kontrollspaker med delnr. 72229 eller 72210. Påbudet gjelder ovenstående modeller med serienr. til og med 5023.

Påbudet omfatter:

For å unngå motorstopp ved at brennstoffkranen uforvarende blir beveget til stengt stilling, skal et deksel monteres over kranen som vist i paragraf 2B i Hiller Service Bulletin No. 72-1 datert 17. juni 1977 eller senere revisjoner.

Tid for utførelse:

Innen 100 timers gangtid etter 15. februar 1978.

Referanser:

FAA AD 77-24-03 og Hiller Service Bulletin No. 72-1 datert 17. juni 1977 omhandler samme sak.

15. februar 1978