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# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY  
  
REVO - 1

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

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## 2000-054 SPREKKONTROLL AV VINGEBJELKE

### Påbudet gjelder:

REVO, Inc. Lake LA-4, alle modeller som er listet i vedlagte kopi av FAA AD 2000-10-22.

### Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2000-10-22.

### Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2000-10-22, med virkning fra denne LDP's gyldighetsdato.

### Referanse:

FAA AD 2000-10-22.

### Gyldighetsdato:

2000-07-07.

# AIRWORTHINESS DIRECTIVE



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

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

*AD's are posted on the internet at <http://av-info.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).

**2000-10-22 REVO, INCORPORATED:** Amendment 39-11746; Docket No. 99-CE-27-AD.

(a) **What airplanes are affected by this AD?** This AD applies to the following model and serial number airplanes, certificated in any category; that incorporate any of the wing spar part numbers (or FAA-approved equivalent part numbers) that are specified below the airplane models and serial numbers:

*Affected Airplanes*

Model	Serial Numbers
Lake LA-4	246 through 421, 423 through 429, 445, and 446
Lake LA-4A	244 and 245
Lake LA-4P	121
Lake LA-4-200	422, 430 through 444, and all serial numbers after 446
Lake Model 250	1 through 232

*Wing Spar Part Numbers Incorporated*

Wing Spar Parts	Part Numbers
Upper Spar Cap Angles	2-1610-015 and 2-1610-016
Lower Spar Cap Angles	2-1610-075 and 2-1610-076
Upper Spar Doublers	2-1610-061 and 2-1610-081 and 2-1610-065
Lower Spar Doublers	2-1610-063 and 2-1610-083

(b) **Who must comply with this AD?** This AD applies to anyone who wishes to operate any of the above airplanes on the U.S. Register .

(c) **What problem does this AD address?** The actions of this AD are intended to detect and correct cracks in the wing spars, which could result in loss of the wing with consequent loss of control of the airplane.

(d) **What actions must I accomplish to address this problem?** To address this problem, you must accomplish the following:

ACTION	WHEN	PROCEDURES
(1) Inspect the left and right wing upper and lower spar doublers for cracks.	At whichever of the following that occurs first:  (i) Within the next 50 hours time-in-service (TIS) after June 20, 2000 (the effective date of this AD); or  (ii) On or before June 20, 2001 (12 months after the effective date of this AD).	In accordance with the Inspection section of Revo, Inc. Service Bulletin B-79 R1 - Revised January 5, 2000.
(2) Replace any cracked wing spar doubler with a new part that incorporates the same part number (or FAA-approved equivalent part number).	Prior to further flight after the required inspection.	In accordance with the applicable maintenance manual.
(3) Incorporate Modification Kit B-79.	Prior to further flight after the required inspection.	In accordance with the Kit Installation section of Revo, Inc. Service Bulletin B-79 R1 - Revised January 5, 2000.

(e) **What if I need to replace a wing on my airplane?** After the effective date of this AD, you may not install a wing on any of the affected airplanes, unless one of the following exists:

- (1) The wing is new from the factory; or
- (2) The inspection, applicable replacement, and kit incorporation requirements of this AD have been accomplished at the time of installation.

(f) **Can I comply with this AD in any other way?** You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Manager, Boston Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston ACO.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired 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 (f) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) **Where can I get information about any already-approved alternative methods of compliance?** Contact Mr. Richard B. Noll, Aerospace Engineer, FAA, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone: (781) 238-7160; facsimile: (781) 238-7199.

(h) **What if I need to fly the airplane to another location to comply with this AD?** The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) **Are any service bulletins incorporated into this AD by reference?** Actions required by this AD must be done in accordance Revq, Inc. Service Bulletin B-79 R1 - Revised January 5, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from REVO, Incorporated, P.O. Box 312, One High Street, Sanford, Maine 04073. You can look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(j) **When does this amendment become effective?** This amendment becomes effective on June 20, 2000.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Richard B. Noll, Aerospace Engineer, FAA, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone: (781) 238-7160; facsimile: (781) 238-7199.

Issued in Kansas City, Missouri, on May 17, 2000.

Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

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LUFTFARTSTILSYNET  
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Postboks 8050 Dep., 0031Oslo  
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# LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE  
LUFTFARTØY

REVO - 2

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

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## 2002-085 SPREKKONTROLL AV "WING SPAR DOUBLER AND ANGLES"

### Påbudet gjelder:

Revo, Incorporated, alle Lake modeller som er listet i vedlagte kopi av FAA AD 2002-21-05.

### Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2002-21-05.

*Anm.: Figure 1 to AD 2002-21-05 skal sendes FAA med kopi til Luftfartstilsynet.*

### Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2002-21-05.

### Referanse:

FAA AD 2002-21-05.

### Gyldighetsdato:

2002-11-18

# AIRWORTHINESS DIRECTIVE



Aircraft Certification Service  
Washington, DC

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

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

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).

**2002-21-05 Revo, Incorporated: Amendment 39-12911; Docket No. 2002-CE-40-AD.**

(a) *What airplanes are affected by this AD?* This AD applies to the model and serial number airplanes in paragraph (a)(1) of this AD and that incorporate any of the wing spar part numbers (or FAA-approved equivalent part numbers) specified in paragraph (a)(2) of this AD:

(1) Affected Airplanes: This following model and serial number airplanes, certificated in any category, are affected by this AD:

<b>Model</b>	<b>Serial Nos.</b>
Lake LA-4	246 through 421, 423 through 429, 445, and 446.
Lake LA-4A	244 and 245.
Lake LA-4P	121.
Lake LA-4-200	422, 430 through 444, and all serial numbers after 446.
Lake Model 250	1 through 232.

(2) Wing Spar Part Numbers Incorporated: The following specifies the part numbers of the wing spars that are installed on the affected airplanes:

<b>Wing spar parts</b>	<b>Part Nos.</b>
Upper Spar Cap Angles	2-1610-015 and 2-1610-016.
Lower Spar Cap Angles	2-1610-075 and 2-1610-076.
Upper Spar Doublers	2-1610-061 and 2-1610-081 and 2-1610-065.
Lower Spar Doublers	2-1610-063 and 2-1610-083.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent wing spar failure caused by cracks in the wing spar doublers or angles, which could result in the wing separating from the airplane with consequent loss of control.

(d) *What must I do to address this problem?* To address this problem, you must accomplish the following actions:

Actions	Compliance
<p>(1) Inspect the wing spar doublers and spar cap angles for cracks from the root end to the outboard of the wing attachment fittings, as follows:</p> <p>(i) From inside the wheel well, clean the upper and lower wing spar doublers and adjoining structure to the paint. Use a detergent or mineral-based solvent.</p> <p>(ii) Use a strong light source and a 3x magnifying glass to inspect the exposed areas of the upper and lower spar doublers and adjoining structure for cracks. Use a mirror to inspect the exposed edge of the spar cap angle behind the doubler.</p>	<p>Upon accumulating 25 hours time-in-service (TIS) after incorporating Modification B-79 or FAA-approved equivalent (the modification required by AD 2000-10-22) or within the next 10 hours TIS after October 23, 2002 (the effective date of this AD), whichever occurs later, unless already accomplished after accumulating 25 hours TIS after incorporating the modification required by AD 2000-10-22.</p>
<p>(2) Replace any doubler or angle found cracked during the inspection required by paragraphs (d)(1), (d)(1)(i), and (d)(1)(ii) of this AD. Replace with new parts that incorporate the same part numbers or FAA-approved equivalent part numbers.</p>	<p>Prior to further flight after the inspection.</p>
<p>(3) Report the results of the inspection to the FAA at the address specified in paragraph (f) of this AD. Use the inspection report that is included as Figure 1 of this AD. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 <i>et seq.</i>) and assigned OMB Control Number 2120-0056.</p>	<p>Within 7 days after the the inspection required by this AD or 7 days after October 23, 2002 (the effective date of this AD), whichever occurs later.</p>

**FIGURE 1 TO AD 2002-21-05  
INSPECTION REPORT**

Report the following information to:

Manager, Boston Aircraft Certification Office  
Engine And Propeller Directorate  
Aircraft Certification Service  
Federal Aviation Administration  
12 New England Executive Park  
Burlington, MA 01803-5299  
Fax: (781) 238-7170

Operator/Repair Station \_\_\_\_\_

Aircraft Model \_\_\_\_\_

Aircraft S/N \_\_\_\_\_

Date of Inspection \_\_\_\_\_

Aircraft Time-in Service (TIS):

Total \_\_\_\_\_

Since installation of AD 2000-10-22 Kit \_\_\_\_\_

**NOTE:** Add additional pages for the following for each part inspected.

Part No. \_\_\_\_\_

Inspection  
Pass \_\_\_\_\_ Fail \_\_\_\_\_

If a crack is found, indicate the approximate location on the part and the length of the crack in inches:

\_\_\_\_\_  
\_\_\_\_\_

Part Time-In Service (TIS) (Hours):

Estimated \_\_\_\_\_

Actual \_\_\_\_\_

Unknown \_\_\_\_\_



(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Manager, Boston Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Boston ACO.

**Note:** This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Mr. Richard B. Noll, Aerospace Engineer, FAA, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone: (781) 238-7160; facsimile: (781) 238-7170.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *When does this amendment become effective?* This amendment becomes effective on October 23, 2002.

Issued in Kansas City, Missouri, on October 8, 2002.

Michael Gallagher,  
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02-26371 Filed 10-16-02; 8:45 am]

BILLING CODE 4910-13-P

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LUFTFARTSTILSYNET  
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Telefax : 23 31 79 95  
E-post: postmottak@caa.dep.no

# LUFTDYKTIGHETSPÅBU D

MOTORDREVNE  
LUFTFARTØY  
  
REVO - 3

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Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets  
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

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**2005-037      SPREKKONTROLL / SKIFTE AV "HORIZONTAL STABILIZER  
ATTACHMENT FITTING"**

**Påbudet gjelder:**

Revo, Incorporated, alle Lake modeller som er listet i vedlagte kopi av FAA  
AD 2005-12-02.

**Påbudet omfatter:**

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2005-12-02.

*Anm.: Dersom feil oppdages skal utfylt skjema i samsvar med Figure 1 i AD 2005-12-02  
sendes FAA på angitte adresse, med kopi til Luftfartstilsynet.*

**Tid for utførelse:**

Til de tider og intervaller som er beskrevet i vedlagte kopi av FAA AD 2005-12-02.

**Referanse:**

FAA AD 2005-12-02.

**Gyldighetsdato:**

2005-07-08.

# 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).

**2005-12-02 Revo, Incorporated (Type Certificate 1A13 formerly held by Colonial Aircraft Company, Lake Aircraft Corporation, Consolidated Aeronautics, Inc., and Global Amphibians LLC):** Amendment 39-14118; Docket No. FAA-2005-21092; Directorate Identifier 2005-CE-20-AD.

## **When Does This AD Become Effective?**

- (a) This AD becomes effective on July 8, 2005.

## **Are Any Other ADs Affected By This Action?**

- (b) Yes. This AD supersedes AD 98-10-12; Amendment 39-10524.

## **What Airplanes Are Affected by This AD?**

- (c) This AD affects Models Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, and Lake LA-4-200, all serial numbers, that are certificated in any category.

## **What is the Unsafe Condition Presented in This AD?**

- (d) This AD is the result of several reports of fatigue cracks found in the horizontal stabilizer attachment fitting (part number (P/N) 2-2200-21) of Model LA-4-200 airplanes and one report of a Model LA-4-200 airplane accident with a fatality attributed to a fatigue crack in the horizontal stabilizer attachment fitting. We are issuing this AD to detect, correct, and prevent future cracks in the horizontal stabilizer attachment fitting (P/N 2-2200-21), which could result in failure of the horizontal stabilizer attachment fitting. This failure could result in loss of control of the airplane.

## **What Must I Do To Address This Problem?**

- (e) To address this problem, you must do the following:

Actions	Compliance	Procedures
<p>(1) <i>For airplanes with 825 hours time-in-service (TIS) or more on any horizontal stabilizer attachment fitting as of July 8, 2005 (the effective date of this AD):</i></p> <p>(i) Replace the horizontal stabilizer attachment fitting (part number (P/N) 2-2200-21).</p> <p>(ii) If necessary, trim the horizontal stabilizer rear beam doubler flange to provide positive clearance to the fitting.</p>	<p>Within the next 25 hours TIS after July 8, 2005 (the effective date of this AD) Repetitively replace any horizontal stabilizer attachment fitting (P/N 2-2200-21) thereafter following paragraph (e) (3) of this AD.</p>	<p>Follow Revo, Inc. Service Bulletin B-78, dated April 3, 1998, paragraphs 2 and 3 of the INSPECTION and REPAIR section and the APPENDIX.</p>
<p>(2) <i>For airplanes with less than 825 hours TIS on any horizontal stabilizer attachment fitting as of July 8, 2005 (the effective date of this AD):</i></p> <p>(i) Remove the horizontal stabilizer attachment fitting (P/N 2-2200-21) from the airplane and inspect for cracks (using dye penetrant), fretting, or corrosion. To take "already done" credit for this, you must have removed the fitting from the airplane when the inspection was done.</p> <p>(ii) Replace any horizontal stabilizer attachment fitting if you find any cracks, fretting, or corrosion.</p>	<p>Inspect within the next 25 hours TIS after July 8, 2005 (the effective date of this AD), unless already done. If cracks, fretting, or corrosion is found, replace before further flight after the inspection.</p>	<p>Follow Revo, Inc. Service Bulletin B-78, dated April 3, 1998, INSPECTION and REPAIR section and the APPENDIX.</p>
<p>(3) <i>For all airplanes:</i> Repetitively replace the horizontal stabilizer attachment fittings upon accumulating 850 hours TIS on the fittings.</p>	<p>Every 850 hours TIS</p>	<p>Follow Revo, Inc. Service Bulletin B-78, dated April 3, 1998, paragraphs 2 and 3 of the INSPECTION and REPAIR section and the APPENDIX.</p>
<p>(4) <i>For all airplanes:</i> Measure the gap between the horizontal skin and the horizontal stabilizer attachment fitting (P/N 2-2200-21). If gap is less than 1 16-inch, trim the skin to provide at least 1 16-inch gap.</p>	<p>Before further flight after any replacement of the fitting required by paragraphs (e) (1), (e) (2), and (e) (3) of this AD.</p>	<p>Follow Revo, Inc. Service Bulletin B-78, dated April 3, 1998.</p>

<p>(5) <i>For all airplanes:</i> Repetitively inspect (visual) the horizontal stabilizer attachment fitting using the following procedures.</p> <p>(i) Move the elevator as required to see the fitting, ensuring that the aft face of the fitting is visible.</p> <p>(ii) Clean the fitting. Pay special attention to the radius edges of the fitting just outboard of the fitting ear.</p> <p>(iii) Visually inspect the fitting for cracks using a flashlight (a small magnifying glass or borescope is recommended). Pay special attention again to the radius edges just outboard of the fitting ear. Also, inspect as far forward on the edge that is possible because some cracks progress along the forward face of the fitting that is mostly hidden by the horizontal stabilizer rear beam.</p> <p>(iv) Reference the sketch on page 1 of the Service Bulletin B-78 to see where the crack is likely to begin.</p> <p>(v) Replace the fitting prior to further flight if cracks are found during any of these inspections.</p>	<p>Repetitively inspect at whichever of the following that occurs first (first repetitive starts after the initial inspection or replacement):</p> <ul style="list-style-type: none"> <li>• 50 hours TIS; or</li> <li>• the next annual inspection</li> </ul> <p>Replace the fitting prior to further flight after any inspection where cracks are found.</p>	<p>Follow the procedures presented in the Actions column of this paragraph, including the sketch on page 1 of the Service Bulletin B-78.</p>
<p>(6) <i>For all airplanes:</i> Report to FAA the results of the initial inspection required by paragraph (e)(2) of this AD even if no damage is found, and report the results of the repetitive inspections required by paragraph (e)(2) of this AD only if cracks are found. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of Paperwork Reduction Act of 1980 (44 U.S.C. 3501 and those following sections) and assigned OMB Control Number 2120-0056.</p>	<p>Within 10 days after the inspection required by paragraph (e)(2) or (e)(5) of this AD or within 10 days after July 8, 2005 (the effective date of this AD), whichever occurs later.</p>	<p>Send the form (Figure 1 of this AD) to FAA, Atlanta ACO, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6078; facsimile: (770) 703-6097.</p>
<p>(7) <i>For all airplanes:</i> Do not install used serviceable fittings, unless you know the number of accumulated hours TIS and have inspected following the requirements of paragraph (e)(2) of this AD.</p>	<p>As of July 8, 2005 (the effective date of this AD).</p>	<p>Not Applicable.</p>

<b>AD **_**_** INSPECTION REPORT</b>	
1. Inspection Performed By:	2. Telephone:
3. Aircraft Model:	4. Aircraft Serial Number:
5. Date of AD Inspection:	6. Total hours time-in-service (TIS) on the fitting:
7. Cracks found?  <input type="checkbox"/> Yes <input type="checkbox"/> No  <input type="checkbox"/> Left fitting <input type="checkbox"/> Right fitting	8. Length of Crack(s):  Left fitting:  Right fitting
9. Fretting found?  <input type="checkbox"/> Yes <input type="checkbox"/> No  <input type="checkbox"/> Left fitting <input type="checkbox"/> Right fitting	10. Corrosion found?  <input type="checkbox"/> Yes <input type="checkbox"/> No  <input type="checkbox"/> Left fitting <input type="checkbox"/> Right fitting
Send to:  Federal Aviation Administration Atlanta Aircraft Certification Office 1895 Phoenix Boulevard, Suite 450 Atlanta, Georgia 30349  Telephone: (770) 703-6078 Facsimile: (770) 703-6097	

Figure 1.

**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, Atlanta Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Cindy Lorenzen, Aerospace Engineer, FAA, Atlanta ACO, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6078; facsimile: (770) 703-6097.

**May I Obtain a Special Flight Permit for the Initial Inspection or Replacement Requirement of This AD?**

- (g) Yes. Special flight permits are allowed for this AD with these limitations:
- (1) Vne reduced to 121 m.p.h. (105 knots); and
  - (2) No flight into known turbulence.

## Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in Revo, Inc. Service Bulletin B-78, dated April 3, 1998. 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 Revo, Incorporated, 1396 Grandview Boulevard, Kissimmee, FL 34744. 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, S.W., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2005-21092; Directorate Identifier 2005-CE-20-AD.

Issued in Kansas City, Missouri, on June 2, 2005.

Kim Smith,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-11361 Filed 6-9-05; 8:45 am]

BILLING CODE 4910-13-P