

AIRWORTHINESS DIRECTIVE 2002-26-02
ERCOUPE SERIES CENTER SECTION INSPECTION

2002-26-02 Univair Aircraft Corporation: Amendment 39-12987, Docket No. 2001-CE-45-AD

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category.

Models	Serial Numbers
Alon A-2 and A2-A	ALL
ERCO 415-C, 415-CD, 415-D, 415-E and 415-G	ALL
Forney F-1 and F-1A	ALL
Mooney M10	ALL

(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 detect and correct corrosion in the wing center section which could result in failure of the wing center section structure during flight. Such failure could lead to 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:

Actions	Compliance	Procedures
<p>(1) Inspect the wing center section for corrosion or corrosion damage by accomplishing one of the following;</p> <p>(i) Install inspection openings to gain access to the wing walkway box structure and inspect the wing center structure for corrosion or corrosion damage;</p> <p>(ii) Use a scope and light source, e.g., fiberscope borescope or an endoscope (as specified in paragraph (e) of this AD (to inspect the wing center structure for corrosion or corrosion damage); or</p> <p>(iii) Remove the outer wing panels to gain visual access to the wing walkway box structure for corrosion or corrosion damage.</p>	<p>Within the next 12 calendar months after February 14, 2003 (the effective date of this AD) and thereafter at intervals not to exceed 3 years.</p>	<p>In accordance with the Procedures section of Univair Aircraft Corporation Service Bulletin No. 31, dated January 29, 2002; or Univair Aircraft Corporation Service Bulletin No. 31, Revision 1, dated June 14, 2002; and Advisory Circular 43-4A, Corrosion Control for Aircraft.</p>

Actions	Compliance	Procedures
(2) If corrosion or corrosion damage is found during any inspection required in paragraph (d)(1) of this AD, repair or replace damaged components of the wing center section.	Prior to further flight after any inspection in which the corrosion or corrosion damage is found.	In accordance with the Procedures section of Univair Aircraft Corporation Service Bulletin No. 31, dated January 29, 2002; or Univair Aircraft Corporation Service Bulletin No. 31, Revision 1, dated June 14, 2002; the applicable maintenance manual; and Advisory Circular 43-4A, Corrosion Control for Aircraft.
(3) If inspection openings are installed in accordance with paragraph (d)(1)(i) of this AD, install cover plate assemblies.	Prior to further flight after each inspection or repair required in paragraphs (d)(1) and (d)(2) of this AD.	In accordance with the Procedures section of Univair Aircraft Corporation Service Bulletin 31, dated January 29, 2002; or Univair Aircraft Corporation Service Bulletin No. 31, Revision 1, dated June 14, 2002.
<p>(4) If any damage is found during any inspection required by this AD, submit a Malfunction or Defect Report (M or D), FAA Form 8010-4, to the FAA.</p> <p>(i) Include the airplane model and serial number, the extent of the damage (location and type), and the total number of hours TIS on the damaged area</p> <p>(ii) You may submit M or D reports electronically by accessing the FAA AFS-600 Web page at http://av-info.faa.gov/isdr. You will lose access to the report once electronically submitted. We recommend you print two copies prior to submitting the report. Forward one copy to the Denver Aircraft Certification Office (ACO) and keep one copy for your records. 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>	Within 10 days after the inspection in which the corrosion or damage was found or within 10 days after February 14, 2003 (the effective date of this AD), whichever occurs later.	Send the report to Roger Caldwell, FAA at the address in paragraph (g) of this AD. You may also file electronically as discussed in this AD.

(e) What kind of scope or light source must I use to accomplish the inspection required in paragraph (d)(1)(ii) of this AD? We have determined that Olympus OSF Endoscope (sigmoidoscope) with a Fujinon FIL-150 light source is acceptable for the inspections option chosen in Paragraph (d)(1)(ii) of this AD. Other scopes and light sources are acceptable and must meet the following minimum characteristics:

- (1) Must be a remote high intensity light source of 150 Watts halogen or better.
- (2) The optical system must be of a quality such that it remains constantly in focus from about 4 millimeters (0.16 inch) to infinity.
- (3) When the tip is approximately 4 millimeters from the inspected surface, a magnification of about 10X must be achieved.
- (4) The image guide and protective sheath length must be at least 2 feet or more, and the distal tip diameter must be 0.450 inch or larger.
- (5) There must be control handles for four-way tip articulation of the last 4 to 5 inches for a minimum of 100 degrees for each direction.

(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, Denver 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, Denver 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 Roger Caldwell, Aerospace Engineer, FAA Denver Aircraft Certification Office, 26805 East 68th Avenue, Room 214, Denver, Colorado 80249-6361; telephone (303) 342-1086; facsimile: (303) 342-1088.

(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 with Univair Aircraft Corporation Service Bulletin No. 31, dated January 29, 2002; or Univair Aircraft Corporation Service Bulletin No. 31, Revision 1, dated June 14, 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Univair Aircraft Corporation, 2500 Himalaya Road, Aurora, Colorado 80011. You may view copies at the 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 February 14, 2003.

Footer Information

Issued in Kansas City, Missouri, on December 23, 2002.

David R. Showers,

Acting Manager, Small Airplane Directorate,

Aircraft Certification Service

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