

LUFTFARTSVERKET
Avdeling for luftfartspåbud
Postboks 14 1330 Oslo Lufthavn
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AFTN: INIRY
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LUFTDYKTIGHETSPÅBUD (LDP)

Motordrevne luft-
fartøy
Bellanca-1 b
Erstatter Bellanca 1a

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.

3/78 FARTSBEGRENSNING/SKIFTE AV FREMRE STENDER

Påbudet gjelder:

Bellanca (Champion) modeller

7ECA Serienr. 1 til og med 722, 725, 723-70 til og med 1238-78

7GC Serienr. Alle

7GCA Serienr. Alle

7GCAA Serienr. 1 til og med 198, 200 til og med 204, 276, 205-70
til og med 355-78

7GCB Serienr. Alle

7GCBC Serienr. 1 til og med 201, 205, 207, 202-70 til og med 1024-78

7HC Serienr. Alle

7KCAB Serienr. 1 til og med 208, 210 til og med 226, 270, 271, 209-70
til og med 617-77

Påbudet omfatter:

For å sikre den forlangte sikkerhetsmargin skal følgende utføres:

- 1.a. Monter fartsbegrensning skilt som vist i Bellanca Service Letter No. C-127 del I.A datert 14. oktober 1977 eller senere revisjoner.
- 1.b. Forandre merking av fartsmåler eller skift fremre stendere som vist i Bellanca Service Letter No. C-127 del I.B datert 14. oktober 1977 eller senere revisjoner.
2. Foreta kontroll som vist i del III 1. i gjeldende Service Letter
3. Foreta kontroll som vist i del III 2. i gjeldende Service Letter

Tid for utførelse:

Pkt. 1.a.: Ved mottakelsen av denne LDP

Pkt. 1.b.: Innen 90 dager etter 25. januar 1977

Pkt. 2: Ved daglig ettersyn

Pkt. 3: Ved hvert 100 timers ettersyn

Referanser:

FAA AD 77-22-05 og Bellanca Service Letter No. C-127 datert 14. oktober 1977 omhandler samme sak.

10. januar 1980

Motordrevne luftfartøy
Bellanca-1b
Erstatter Bellanca-1a

4/78 UTSKIFTING AV BEGRENSNINGSSKILT FOR SNITTFLYGINGSMANØVER OG OMMERKING
AV G-MÅLER

Påbudet gjelder:

Bellanca (Champion) 7ECA modell med serienr. 1 til og med 722.

Påbudet omfatter:

Foreta forandringer som vist i Bellanca Service Letter No. C-128 datert 14. oktober 1977 eller senere revisjoner.

1. Utfør pkt. A i ovennevnte Service Letter
2. Utfør pkt. B i ovennevnte Service Letter

Tid for utførelse:

Pkt. 1: Ved mottakelsen av denne LDP

Pkt. 2: Innen 90 dager fra 25. januar 1978.

Referanser:

FAA AD 77-22-05 og Bellanca Service Letter No. C-128 datert 14. oktober 1977 omhandler samme sak.

1/80 KONTROLL AV EKSOSYSTEMET

Påbudet gjelder:

Bellanca modeller 7ECA med serienr. 985-74 til og med 1319-79, 8KCAB med serienr. 120-74 til og med 550-79 påmontert Lycomingmotor AE10-360.

Påbudet omfatter:

For å unngå at eksosystemet sprekker skal Bellanca Service Letter nr. C-138 utføres.

Tid for utførelse:

Innen 10 timers gangtid eller 30 dager etter 10-1-80, det som oppnås først.

Referanser:

FAA AD 79-22-01 Amendment 39-3596.

R. Ulltang

J. Jacobsen
10-1-80.

LUFTFARTSVERKET
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AFTN ENFBYE
Tlgr CIVILAIR OSLO
Telex 17011 Idal n



LUFTDYKTIGHETSPÅBUD (LDP)

Motordreyne luft-
fartøy
Bellanca-2a
Erstatter Bellanca-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.

99/80 KONTROLL AV EKSOSPOTTE

Påbudet gjelder:

Bellanca modell 7ECA med serienr. 1 til 985-74.

Påbudet omfatter:

For å forhindre redusert virkning av forgasseravisingssystemet eller delvis redusert motorytelse skal følgende utføres:

Kontroller skilleveggene innvendig og utvendig i eksospotten, Bellanca delnr. 3-1079 eller 3-1493, for sprekker eller skader etter at eksospotten er demontert fra luftfartøyet. Dersom uregelmessigheter blir funnet skal den skiftes ut med en som er luftdyktig.

Tid for utførelse:

Innen 25 timers gangtid eller 60 dager etter 26.11.80 og deretter med 100 timer eller 12 mndr. mellomrom, det som oppnås først.

Referanser:

FAA AD 80-21-06 Amendment 39-3939.

153/81 KONTROLL AV SETEBELTER OG SKULDERSTROPPER

Påbudet gjelder:

Bellanca Aircraft Corp. modeller 8KCAB og 7ECA godkjent for snittflyging.

Påbudet omfatter:

For å kontrollere at konkuransbeltene (også kalt Acro harness) er korrekt montert skal følgende utføres:

1. Sett inn "Figure I" i denne LDP i den godkjente flygehåndboken Flight Manual).
2. Fest "Figure I" til alle "Operating Limitation Instructions" (gult kort) i modeller hvor Flight Manual ikke er påbudt (modell 7 serien).
3. Kontroller at skulderstroppene på konkuransbeltene er montert i henhold til "Figure I" og at tilleggstroppene går på forsiden av seteryggen.

forts.

28-9-81

Motordrevne luftfartøy
Bellanca-2a
Erstatter-2

forts.
53/81

Tid for utførelse:

Før første flyging etter 28-9-81.

Referanser:

FAA AD 81-16-04 Amendment 39-4172.

NOTE: Acro harness does not provide for forward restraint crash protection and therefore should always be used with primary lap belt and shoulder strap.

WEARING FRONT SEAT ACRO HARNESS

ACRO HARNESS ASSEMBLY INCLUDES:

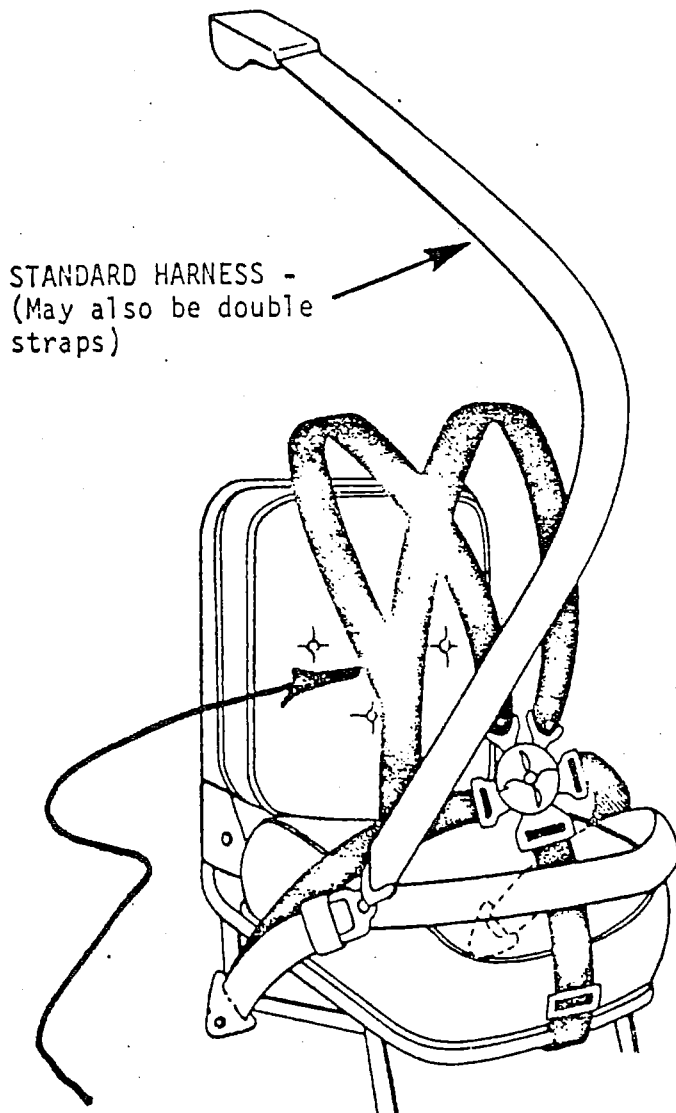
- Double Shoulder Harness with retractor reel.
- Lap belt (L & R portions).
- Groin strap.
- Five point buckle.

Installation:

- Extend shoulder harness from reel.
- Adjust over shoulders and couple to buckle.
- Allow shoulder harness reel to retract and adjust harness placing the buckle above the waist but below the chest.
- Attach both lap belt portions to buckle and tighten.

CAUTION

DO NOT ALLOW SHOULDER HARNESS TO RUN UP BEHIND THE FRONT SEAT BACK WHERE IT MAY POSSIBLY INTERFERE WITH REAR STICK MOVEMENT.



STANDARD HARNESS -
(May also be double
straps)

SUPPLEMENTAL ACRO HARNESS
(Shoulder Straps must be
on forward side of seat
back)

R. Ulltang

Figure I
AD 81-16-04

28-9-81

[Handwritten signature]

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

BELLANCA - 3

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.

44/89 KONTROLL OG UTSKIFTING AV SETERYGG

Påbudet gjelder:

American Champion Aircraft
(Bellanca, Champion): Modellene 7ECA, 7GCAA, 7GCBC, 7KCAB, 8GCBC og
8KCAB; alle serienummer.

Anm.: Gjelder fly som har forseter med nedfellbar rygg.

Påbudet omfatter:

For å unngå at seteryggen svikter, skal følgende utføres:

1. Inspiser sveiseforbindelsen mellom "Side-tube" og "Side-brace" på nedre seteramme, samt hengslene på seteryggen for sprekker ved hjelp av magnetpulver- eller "Dye penetrant"metode. Inspeksjonen skal utføres på både høyre og venstre side.

Et skilt med følgende tekst skal plasseres lett synlig på instrumentpanelet:

"WARNING: DO NOT PUSH OR PULL ON UPPER SEAT BACK."

Dersom sprekker blir funnet, skal disse repareres i samsvar med anbefalinger gitt i FAA Advisory Circular (AC) 43.13-1A eller skiftes ut med luftdyktig del før første flyging.

2. Skift ut seterammen med byttedel i samsvar med American Champion Aircraft Service Letter (SL) No. 401, datert 14.6.89, eller senere revisjoner av dette.

Tid for utførelse:

- 1.: Innen 25 flytimer etter 5.2.90, og deretter med intervaller ikke overstigende 25 flytimer.
- 2.: Innen 150 flytimer etter 5.2.90.

Anm.: Skiltet i cockpit kan fjernes, og den gjentatte kontroll i pkt. 1 er ikke lenger nødvendig etter at pkt. 2 er utført.

Referanse:

FAA AD 89-18-06

5.2.90

| 049A/90 KONTROLL AV INNFESTING AV VINGESTAG

Påbudet gjelder:

American Champion Aircraft (Bellanca, Champion):

Modell 8KCAB; alle serienummer.

Påbudet omfatter:

For å hindre at vingens øvre innfesting for vingestaget svikter, skal følgende tiltak utføres:

1. Fjern begge fremre "Front Spar Strut Fittings", P/N 2-1976, og fjern malingen på kjemisk måte. Rengjør og forbered delene for en magnetpartikkel kontroll.
 - 1.1 Utfør en magnetpartikkel kontroll av delene, og vær spesielt oppmerksom på områdene nær sveisene.
 - 1.2 Dersom sprekker blir funnet, skal enhver sprukket "fitting" erstattes med ny "fitting", P/N 2-1976, eller luftdyktig del som har blitt kontrollert og behandlet i samsvar med instruksjonene i denne LDP før første flyging.
 - 1.3 Dersom sprekker ikke blir funnet, skal delene rengjøres og males eller sprøytes med en sinkkromatprimer før første flyging, og monteres på flyet.
2. Eiere/brukere som ikke kan verifisere gangtiden på disse delene skal benytte flyets totale gangtid.
3. Alternativt til bruk av "fitting" (P/N 2-1976) godkjennes installasjon av American Champion Aircraft "fitting"; P/N 3-1658, i henhold til American Champion Aircraft Service Kit 302, revidert 1.10.90;
eller,
installasjon av Safe Aircraft Repair, Inc. "fitting" (P/N SAR2-1976) og "stiffener" (P/N SAR2-5001) i henhold til FAA STC SA1514GL, utstedt til Safe Aircraft Repair, Inc., 27.08.90
4. Dersom pkt. 3 i denne LDP utføres, bortfaller kravet om gjentatte kontroller.

Tid for utførelse:

| Dersom ikke allerede utført: Innen 25 flytimer etter 05.07.91, eller en total gangtid på 500 timer på de berørte delene er oppnådd, det som kommer sist.

Deretter med intervaller ikke overstigende 250 timer.

Referanse:

| FAA AD 90-15-15 R1

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MOTORDREVNE
LUFTFARTØY

LUFTDYKTIGHETSPÅBUD (LDP)

BELLANCA - 4

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 Luftfartsverket følgende forskrift om luftdyktighet.

96-024 KONTROLL AV «WING FRONT STRUT FITTINGS»

Påbudet gjelder:

American Champion Aircraft Corporation, modeller og serienummer som listet i vedlagte kopi av FFA AD 96-03-11.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-03-11.

Tid for utførelse:

Innen 50 flytimer etter 01.04.96, hvis ikke allerede utført.

Referanse:

FAA AD 96-03-11.

Gyldighetsdato:

01.04.96.



AIRWORTHINESS DIRECTIVE

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).

96-03-11 AMERICAN CHAMPION AIRCRAFT CORPORATION: Amendment 39-9508; Docket No. 96-CE-08-AD.

Applicability: The following airplane models and serial numbers, certificated in any category, that are equipped with metal spar wings:

- Model 8KCAB airplanes, serial numbers 643-90 through 762-95;
- Model 8KCAB airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number 7-1521 (installed in accordance with American Champion Service Kit 403);
- Model 8GCBC airplanes, serial numbers 361-91 through 374-95;
- Model 8GCBC airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number 7-1542;
- Model 7GCBC airplanes, serial numbers 1200-94 through 1212-95;
- Model 7GCBC airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number 7-1541;
- Model 7ECA airplanes, serial numbers 1355-95 through 1357-95; and
- Model 7ECA airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number 7-1567.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, 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 (d) 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 follows:

- Within the next 50 hours time-in-service after the effective date of this AD, unless already accomplished; and
- Upon the installation of metal spar wings, unless the replacement wings have been inspected in accordance with this AD prior to installation.

To prevent structural failure of a wing assembly caused by cracked or scratched wing front strut fittings, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Inspect the wing front strut fittings for cracks, scratches, or surface deformities in accordance with the instructions in American Champion Aircraft Corporation Service Letter 408, dated January 24, 1996. Figure 3 of Service Letter 408 depicts the crosshatched areas of the fittings that must be inspected. This service letter specifies both a visual inspection and the choice of either a dye penetrant, Zyglotest, ultrasonic, or x-ray inspection. Prior to further flight, replace any wing front strut fitting that has any crack, scratch, or surface deformity, with a wing front strut fitting that is found to be free of cracks, scratches, and surface deformities. Accomplish this replacement in accordance with the instructions in the applicable maintenance manual.

NOTE 2: American Champion Aircraft Corporation Service Letter 408 specifies replacing the wing strut fitting if scratches are found that are deeper than 0.010 inch. This AD requires replacing the wing strut fitting if any scratch is found and takes precedence over that specified in the service letter.

NOTE 3: American Champion Service Letter 408 only references wing front strut fittings, part numbers 3-1632-1 and 3-1632-2. Certain airplanes will incorporate wing front strut fittings, part numbers 3-1646R and 3-1646L, depending on the specific airplane design. The design of the critical area of the strut is the same and the inspection procedures apply to all of the above-referenced wing front strut fitting part numbers.

(b) Send the results of the inspection required by paragraph (a) of this AD within 10 calendar days after the inspection to the Manager, Chicago Aircraft Certification Office (ACO), 2300 E. Devon, room 232, Des Plaines, Illinois 60018. Include the airplane serial number, and the condition and number of hours time-in-service of each cracked or scratched wing front strut fitting at the time of inspection. (Reporting approved by the Office of Management and Budget under OMB no. 2120-0056.)

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Chicago ACO, at the address specified in paragraph (b) of this AD. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Chicago ACO.

(e) The inspections required by this AD shall be done in accordance with American Champion Aircraft Corporation Service Letter 408, dated January 24, 1996. 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 American Champion Aircraft Corporation, 32032 Washington Avenue, Rochester, Wisconsin 53167. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(f) This amendment becomes effective on February 26, 1996.

FOR FURTHER INFORMATION CONTACT:

Ms. Karen Forest, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 E. Devon, room 232, Des Plaines, Illinois 60018; telephone (847) 294-7697; facsimile (847) 294-7834.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
BELLANCA - 5

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 Luftfartsverket følgende forskrift om luftdyktighet.

96-093 KONTROLL AV «WING FRONT STRUT FITTINGS»

Påbudet gjelder:

American Champion Aircraft Corporation, modeller og serienummer som listet i vedlagte kopi av FAA AD 96-18-02.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-18-02.

Anm.: Denne LDP erstatter og opphever LDP 96-024.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 96-18-02, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 96-18-02

Gyldighetsdato:

01.10.96.

AIRWORTHINESS DIRECTIVE

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



Bilag til LDP 96-093
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).

96-18-02 AMERICAN CHAMPION AIRCRAFT CORPORATION: Amendment 39-9726; Docket No. 96-CE-36-AD. Supersedes AD 96-03-11, Amendment 39-9598.

Applicability: The following airplane models and serial numbers, certificated in any category, that are equipped with metal spar wings:

- Model 8KCAB airplanes, serial numbers 643-90 through 768-96;
- Model 8KCAB airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number (P/N) 7-1521 (installed in accordance with American Champion Service Kit 403);
- Model 8GCBC airplanes, serial numbers 361-91 through 377-96;
- Model 8GCBC airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number 7-1542;
- Model 7GCBC airplanes, serial numbers 1200-94 through 1215-96;
- Model 7GCBC airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number 7-1545;
- Model 7ECA airplanes, serial numbers 1355-95 through 1358-96; and
- Models 7ECA, 7GCAA, and 7KCAB airplanes, all serial numbers, that are equipped with metal spar wings, wing assembly part number 7-1567.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, 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 the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 20 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent structural failure of a wing assembly caused by cracked wing front strut attach fittings, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Install removable inspection hole openings for the wing front strut attach fittings in accordance with one of the following, as applicable:

- (1) American Champion Service Letter (SL) 410, dated May 6, 1996, for Model 8KCAB airplanes that have complied with American Champion SL 408, dated January 24, 1996;
- (2) American Champion SL 411, dated May 6, 1996, for Model 8KCAB airplanes that have not complied with American Champion SL 408, dated January 24, 1996;
- (3) American Champion SL 412, dated May 6, 1996, for Models 7ECA, 7GCAA, 7GCBC, and 8GCBC airplanes that have complied with American Champion SL 409, Revision A, dated April 22, 1996; and
- (4) American Champion SL 413, dated May 6, 1996, for Models 7ECA, 7GCAA, 7GCBC, and 8GCBC airplanes that have not complied with American Champion SL 409, Revision A, dated April 22, 1996.

NOTE 2: American Champion SL 408 and American Champion SL 409, when complied with, incorporate permanent inspection holes for access to the wing front strut attach fittings, P/N 3-1632-1 and P/N 3-1632-2; and P/N 3-1646L and 3-1646R, respectively.

(b) Replace the wing front strut attach fittings with P/N 3-1691 (Model 8KCAB) or P/N 3-1692 (Models 8GCBC, 7ECA, 7GCAA, 7GCBC, and 7KCAB) wing front strut attach fittings, as applicable. Accomplishment of these actions is required in accordance with the instructions in American Champion SL 414, Revision A, dated June 25, 1996; or American Champion SL 415, Revision A, dated June 25, 1996, as applicable.

(c) If the improved design wing front strut attach fittings referenced in paragraph (b) have been ordered from the manufacturer, but are not available, repetitively inspect the wing front strut attach fittings for cracks, scratches, or surface deformities at intervals not to exceed 20 hours TIS in accordance with the instructions in American Champion SL 408, dated January 24, 1996, or American Champion SL 409, Revision A, dated April 22, 1996, as applicable. Figure 3 of these service letters depicts the crosshatched areas of the fittings that must be inspected. These service letters also specify both a visual inspection and the choice of either a dye penetrant, Zyglotest, ultrasonic, or x-ray inspection.

(d) The repetitive inspections allowed in paragraph (c) of this AD may be continued until one of the following occurs at which time the replacement required by paragraph (b) of this AD must be accomplished prior to further flight:

- (1) Cracks, scratches, or surface deformities are found on a wing front strut attach fitting;
- (2) Parts become available from the American Champion Aircraft Corporation; or
- (3) Six repetitive inspection intervals are accomplished (120 hours TIS).

(e) 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.

(f) 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. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO. Alternative methods of compliance approved in accordance with AD 96-03-11 (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.

(g) The incorporation of certain documents referenced in this AD is as follows:

(1) The installations required by this AD shall be done in accordance with American Champion Service Letter 410, dated May 6, 1996; American Champion Service Letter 411, dated May 6, 1996; American Champion Service Letter 412, dated May 6, 1996; or American Champion Service Letter 413, dated May 6, 1996, as applicable. 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.

(2) The replacements required by this AD shall be accomplished in accordance with American Champion Service Letter 414, Revision A, dated June 25, 1996; or American Champion Service Letter 415, Revision A, dated June 25, 1996, as applicable. 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.

(3) The inspections (if parts are not available) required by this AD shall be accomplished in accordance with American Champion Service Letter 408, dated January 24, 1996, or American Champion Service Letter 409, Revision A, dated April 22, 1996.

(i) The incorporation by reference of American Champion Service Letter 408 reference was previously approved as of February 26, 1996 (61 FR 5501, February 13, 1996) by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(ii) The incorporation by reference of American Champion Service Letter 409 was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(4) Copies may be obtained from the American Champion Aircraft Corporation, 32032 Washington Avenue, Rochester, Wisconsin 53167. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief 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.

(h) This amendment (39-9726) supersedes AD 96-03-11, Amendment 39-9598.

(i) This amendment becomes effective on September 20, 1996.

FOR FURTHER INFORMATION CONTACT:

Ms. Karen Forest, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018; telephone (847) 294-7697; facsimile (847) 294-7834.

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Postboks 8050 Dep., 0031 Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

BELLANCA - 6

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

**2006-020 "INCORRECT SWAGING WIDTH OF THE FLIGHT CONTROL CABLE
NICOPRESS SLEEVES"**

Påbudet gjelder:

American Champion Aircraft Corporation, modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 2005-24-10.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2005-24-10.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av FAA AD 2005-24-10, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2005-24-10.

Gyldighetsdato:

2006-03-31.

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/aircraft/safety/alerts/

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).

2005-24-10 American Champion Aircraft Corp.: Amendment 39-14390; Docket No. FAA-2005-23025; Directorate Identifier 2005-CE-50-AD.

When Does This AD Become Effective?

- (a) This AD becomes effective on January 17, 2006.

Are Any Other ADs Affected by This Action?

- (b) None.

What Airplanes Are Affected by This AD?

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

MODELS

(1) 7ECA, 7GCAA, 7GCBC, 8KCAB, and 8GCBC that:

(i) were manufactured before August 12, 2005; and

(ii) have less than 250 hours time-in-service (TIS).

(2) 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB, and 8GCBC that:

(i) have installed a flight control cable (or flight control cable included in a wing retrofit kit) that was purchased from American Champion Aircraft Corp. (ACAC) before August 12, 2005; and

(ii) have less than 250 hours TIS since the above installation.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of partial loss of aileron control because an incorrectly swaged cable sleeve allowed the cable to slip. We are issuing this AD to detect and correct incorrect swaging width of the flight control cable Nicopress sleeves, which could result in failure of the elevator, rudder, aileron, and flap controls. This failure could lead to 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) If you operate the airplane before the inspection required in paragraph (e)(2) of this AD, do one of the following:</p> <p>(i) Fabricate (using letters at least 1/8-inch in height) a warning placard with the following language and install this placard in the cockpit in full view of the pilot: "Acrobatic flight prohibited!"; or</p> <p>(ii) Add the following statement to the Limitations Section of the Pilots Operating Handbook (POH): "Acrobatic flight prohibited until the inspection and replacement requirements of AD 2005-24-10 are done." To do this, you may insert a copy of this AD into the Limitations Section of the POH.</p>	<p>Before further flight after January 17, 2006 (the effective date of this AD).</p>	<p>No specific procedures are necessary for this action. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the placard or POH requirements. Make an entry into the aircraft records showing compliance with these portions of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p>
<p>(2) Inspect the Nicopress sleeves on the following flight control cables for the correct width. Each sleeve has three swages or crimps and must not exceed a maximum width of 0.354 inches:</p> <p>(i) Elevator cables in 6 locations;</p> <p>(ii) Rudder cables in 4 locations;</p> <p>(iii) Aileron cables in 12 locations; and (iv) Flap cables in 6 locations.</p>	<p>Within 25 hours TIS after January 17, 2006 (the effective date of this AD).</p>	<p>Follow ACAC Service Letter #427, Revision B, dated November 29, 2005.</p>
<p>(3) If you find any flight control cable Nicopress swages of incorrect width during the inspection required in paragraph (e)(2) of this AD, replace the affected cables.</p>	<p>Within 25 hours TIS after January 17, 2006 (the effective date of this AD).</p>	<p>Follow ACAC Service Letter #427, Revision B, dated November 29, 2005.</p>
<p>(4) If you performed the actions in paragraph (e)(1) of this AD, remove the temporary placard or POH limitation after completing the actions required in paragraphs (e)(2) and (e)(3) of this AD.</p>	<p>After completing the actions required in paragraphs (e)(2) and (e)(3) of this AD.</p>	<p>No specific procedures are necessary for this action. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the placard or POH requirements. Make an entry into the aircraft records showing compliance with these portions of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p>

<p>(5) If you find any flight control cable Nicopress swages of incorrect width during the inspection required in paragraph (e)(2) of this AD, report the findings to FAA. 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 and those following sections) and assigned OMB Control Number 2120-0056.</p>	<p>Within 10 days after the incorrect swage widths are found or within 10 days after January 17, 2006 (the effective date of this AD), whichever occurs later.</p>	<p>Include in your report the aircraft model, TIS of the flight control cable Nicopress swage, which cable swage was affected and its location, corrective action taken, and a point of contact name and phone number. Send your report to Wess Rouse, Small Airplane Project Manager, ACE-117C, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; facsimile: (847) 294-7834; e-mail: Wess.Rouse@faa.gov.</p>
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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, Chicago Aircraft Certification Office, FAA. For information on any already approved alternative methods of compliance, contact Wess Rouse, Small Airplane Project Manager, ACE-117C, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; telephone: 847-294-8113; facsimile: (847) 294-7834; e-mail: Wess.Rouse@faa.gov.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in ACAC Service Letter 427, Revision B, dated November 29, 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 American Champion Aircraft Corporation, P.O. Box 37, 32032 Washington Avenue, Rochester, WI 53167; telephone: (262) 534-6315; Internet address: <http://www.amerchampionaircraft.com>. 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 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-2005-23025; Directorate Identifier 2005-CE-50-AD.

Issued in Kansas City, Missouri, on December 23, 2005.

Kim Smith,
 Manager, Small Airplane Directorate, Aircraft Certification Service.
 [FR Doc. 06-49 Filed 1-6-06; 8:45 am]
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