



Airworthiness Directive

AD No.: 2018-0219

Issued: 12 October 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

M&D FLUGZEUGBAU GmbH & Co. KG

Type/Model designation(s):

AVO 68 - v "Samburo" powered sailplanes

Effective Date: 26 October 2018

TCDS Number(s): EASA.A.252

Foreign AD: Not applicable

Supersedure: This AD supersedes German Luftfahrt-Bundesamt (LBA) Lufttüchtigkeitsanweisung (LTA) AD 2001-371/2 dated 02 May 2002.

ATA 27 – Flight Controls – Elevator Mass Balance – Inspection

Manufacturer(s):

M&D Flugzeugbau GmbH & Co. KG, formerly Alpla-Werke Flugzeugbau, Firma Nitsche Flugzeugbau GmbH, Aircraft Philipp GmbH

Applicability:

AVO 68 - v, AVO 68 - s, AVO 68 - R, AVO 68 - R 100 and AVO 68 - R 115 "Samburo" powered sailplanes.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Elevator mass balance fittings.

Serviceable part: An affected part, which is new, or has passed an inspection (no defects found) in accordance with the instructions of the MSB.

The MSB: M&D Flugzeugbau GmbH Mandatory Service Bulletin (MSB) 808-18 Revision 04.



Reason:

Occurrences were reported of cracks found on mass balance fittings of horizontal stabiliser/elevator on an AVO 68 powered sailplane. Subsequent investigation identified manufacturing and dimensioning deficiencies to be a possible cause of crack initiation and growth.

This condition, if not detected and corrected, could lead to detachment of a balance mass resulting in damage and/or reduced longitudinal control of the powered sailplane.

To address this unsafe condition, Aircraft Philipp GmbH issued SB 808-18 (later revised) to provide inspection instructions and the LBA issued LTA/AD 2001-371 (later revised), requiring a one-time inspection of affected parts and, depending on findings, replacement.

Since LBA LTA/AD 2001-371/2 was issued, additional occurrences of cracking were reported. Prompted by new occurrences, M&D Flugzeugbau GmbH, the current design approval holder, issued the MSB to provide inspection instructions.

For the reasons described above, this AD requires repetitive visual inspections of the affected parts and, depending on findings, replacement.

This AD is considered to be an interim action and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 14 days or 5 flight hours (FH), whichever occurs first after the effective date of this AD and, thereafter, at intervals not to exceed 25 FH, visually inspect each affected part in accordance with the instructions of the MSB.

Note 1: The inspections as required by paragraph (1) of this AD can be accomplished by the pilot-owner in accordance with the provisions of paragraph M.A.803(b) of Regulation (EU) No 1321/2014.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the MSB.

Terminating Action:

- (3) None.

Parts Installation:

- (4) From the effective date of this AD, it is allowed to install on any powered sailplane an affected part, provided that it is a serviceable part.



Ref. Publications:

M&D Flugzeugbau GmbH MSB 808-18 Revision 04 dated 10 October 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: M&D Flugzeugbau GmbH & Co.KG, Streeker Str. 5b, D-26446 Friedeburg, Germany, Tel: +49 4465 97878 0, Fax: +49 4465 97878 99, Website: www.md-flugzeugbau.de, E-mail: info@md-flugzeugbau.de.

