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| <b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>  |  |
|  | <b>GFA AD 663 issue 2</b><br><i>CANCELLED</i><br><i>Refer EASA AD 2011-0135 latest rev.</i><br><b>Date: 23 June 2011</b> Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation. |

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

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| <b>Type Approval Holder's Name :</b> Aircraft Industries, a.s. | <b>Type/Model designation(s) :</b> L-13 and L-13 A BLANÍK sailplanes |
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TCDS Number: EASA.A.024

Foreign AD: Not applicable


Supersedure: This AD supersedes EASA AD 2010-0160-E which superseded EASA AD 20100122-E which superseded EASA AD 2010-0119-E dated 18 June 2010.

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| <b>ATA</b> | <b>Prohibition of all flights</b> |
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| <b>Manufacturer(s):</b> | Aircraft Industries, a.s, LET k.p., LET a.s. and LETECKÉ ZÁVODY a.s. |
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| <b>Applicability:</b> | L-13 and L-13 A BLANÍK sailplanes, all serial numbers. |
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| <b>Reason:</b> | <p>A fatal accident occurred to a L-13 BLANÍK sailplane, in which the main spar of the right wing failed near the root due to positive load. The right wing detached from the aircraft and the pilots lost control of the sailplane. The preliminary investigation has revealed that the fracture may have been due to fatigue. The AD 2010-0119-E required immediate inspection of the main spar at the root of the wing to detect fatigue cracking and the accomplishment of the relevant corrective actions as necessary. In addition, this AD 2010-0119-E imposed operational limitations. AD 2010-0122-E retained the requirements of AD 2010-0119-E, which is superseded, and extended the applicability to L-13 A BLANÍK sailplanes. The requirements of AD 2010-0122-E were considered as interim action to immediately address the unsafe condition. After issuance of AD 2010-0122-E, based on further information provided by the Austrian Accident Investigation Board (AIB), EASA re-assessed the inspection method as described in Aircraft Industries a.s. Mandatory Bulletin No. L13/109a and concluded that the inspection method might not be sufficient for detecting a crack similar to those observed on the accident sailplane.</p> |
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| <b>SIGNED:</b><br><br>CHIEF TECHNICAL OFFICER AIRWORTHINESS |                 | <b>For and on behalf of:</b><br>© THE GLIDING FEDERATION OF AUSTRALIA |                    |
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|  | AD 2010-0160E retained as an interim measure the requirements of AD 20100122E, and required determination of and compliance with specific usage. However since issuance of AD 2010-0160-E, further analysis indicates that the June 2010 L-13 BLANÍK accident occurred before the sailplane wing main spar reached its theoretical estimated fatigue safe life limit. Consequently, the AD 2010-0160-E action requiring to determine and to comply with specific usage ratios might not be sufficient to ensure safe operation. Indeed, there is high variability of the load levels and the frequency of load application during aerobatics flight hours, and therefore a high variability of the induced fatigue damage. This concern is accentuated when a doubt exists on the completeness or accuracy of aerobatic flight hours records. For the reasons stated in the above paragraph and knowing that the inspection method as described in Aircraft Industries a.s. Mandatory Bulletin No. L13/109a is likely not sufficient to detect the potential fatigue cracks, as a conservative measure, this AD is prohibiting any operations of L-13 and L-13 A BLANÍK sailplanes. This AD is considered to be an interim measure, until a modification and/or a proper inspection programme has been developed, EASA-approved and made available by the approval holder of the design change for in-service application. |
| Effective Date:                            | 05 September 2010.   |
| Required Action(s) and Compliance Time(s): | From the effective date of this AD, all flights are prohibited.  |
| Ref. Publications:                         | Aircraft Industries a.s. Mandatory Bulletin No. L13/109a "Checking of the connection of the bottom wing suspension with spar cap – review of the operation conditions", issue 1 dated 18 June 2010. The use of later approved revisions of this 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. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Aircraft Industries, a.s. -Na záhonech 1177, 686 04 Kunovice, Czech Republic Telephone: +420 572 817 660, Fax: +420 572 816 112 Email: ots@let.cz   |