



Airworthiness Directive

D-2005-200

Luftfahrt-Bundesamt

Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
GERMANY

Siebelwerke ATG

Effective Date: 17 June 2005

Affected:

Kind of aeronautical product:	Aircraft
Manufacturer:	Siebelwerke ATG, Donauwörth, Germany
	TC-Holder: EADS Deutschland, Militärflugzeuge, München, Germany
Type:	SIAT 223
Models affected:	SIAT 223 V, SIAT 223 A1 and SIAT 223 K1
Serial Numbers affected:	All Serial Numbers
German Type Certificate No.:	679

Subject:

In-flight wing separation

Reason:

The left wing of a SIAT 223 K1 broke off directly at the fuselage during aerobatic flight at the start of a loop. First indications suggest that the lower chord of the main strut had possibly been damaged already due to overloading during previous operations. The resultant crack had grown over time until the forced rupture occurred at that point. The actions specified by this airworthiness directive are intended to prevent further wing separation in-flight.

Action:

This airworthiness directive requires the following actions:

1. Inspection of the main spar in the fuselage attachment area for cracks and loose rivets.
2. An eddy current inspection must be performed on the upper and lower chords of the main spar if loose rivets have been detected in this area during the inspection.
3. Repair of the aircraft in accordance with EADS repair instructions if any cracks and loose rivets have been detected in this area during the inspections.
4. All inspection results must be reported to the Luftfahrt-Bundesamt under the following address:

Luftfahrt-Bundesamt
Attn. Mr. Düsing
Section T3
P.O. Box 3054
38020 Braunschweig
GERMANY
Fax: +49-531-2355-721

The inspection report must contain at least the following information:

- Aircraft registration
- Serial number
- Flight hours of the aircraft since production (TSN, time since new)
- Number of starts and landings
- Inspection results

All necessary actions must be performed on the basis of the referenced service bulletin.

Compliance:

The following compliance times have been laid down by this airworthiness directive:

Action 1:

Prior to the next flight.

Note: If the aircraft is presently located in a place where the necessary inspection cannot be performed a ferry flight to the next maintenance station is permitted. It is not permitted to carry passengers during the ferry flight.

Action 2:

Prior to the next flight if loose rivets have been detected.

Action 3:

Prior to the next flight if any cracks and loose rivets have been detected.

Action 4:

Within 10 calendar days after the inspection has been performed.

Technical publication of the manufacturer:

EADS M Service Bulletin SB 223-05/05 of 30 May 2005. This service bulletin becomes herewith part of this AD and may be obtained from:

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EASA Approval:

Approved by EASA under approval number 2005-5853 on 13 June 2005.