



Airworthiness Directive

AD No.: 2016-0017

Issued: 18 January 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

PARMA-TECHNIK s.r.o.

Type/Model designation(s):

Mikron III piston engines

Effective Date: 15 February 2016

TCDS Number(s): Czech Republic Nr. 92-05

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2015-0193-E dated 22 September 2015.

ATA 72 – Engine – Propeller Fastening Bolts and Nuts – Replacement

Manufacturer(s):

Parma-Technik s.r.o., Aerotechnik o.s., Walter a.s.

Applicability:

Mikron IIIAE1, Mikron IIIAE2, Mikron IIIA3, Mikron IIIAS and Mikron IIIB engines, all manufacturer serial numbers.

Reason:

Occurrences were reported involving a propeller release from the engine. Subsequent investigation identified that the propeller separations were result of the fastening bolt failure.

This condition, if not detected and corrected, could lead to propeller release during critical phase of the flight, possibly resulting in reduced control of, or damage to, the powered sailplane, or injury to occupants.

To address this potentially unsafe condition, EASA issued Emergency AD 2015-0193-E to require inspection of the affected bolts and nuts and, depending on findings, corrective action(s).

Since that AD was issued, Parma-Technik s.r.o, the engine design approval holder, issued Binding Bulletin (BB) No MIII SAB-003/2015 R1 to provide propeller flange modification instructions.



For the reasons described above, this AD retains the requirements of EASA AD 2015-0193-E, which is superseded, and requires modification of the engine propeller flange and replacement of the affected fastening bolts and nuts.

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

Required as indicated, unless accomplished previously:

Restatement of requirements of EASA AD 2015-0193-E

- (1) For engines installed on L 13 Vivat powered sailplanes: Before next flight after 24 September 2015 [the effective date of EASA AD 2015-0193-E], inspect each propeller fastening bolt and nut in accordance with the instructions of Evektor MSB No SW13-065a Revision 1.
- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as described in Parma-Technik s.r.o. BB No MIII SAB-002/2015, before next flight, contact Parma-Technik s.r.o. to obtain approved repair instructions and accomplish those instructions accordingly.
- (3) From 24 September 2015 [the effective date of EASA AD 2015-0193-E], installation of a propeller on an L 13 Vivat powered sailplane is allowed, provided that during installation, each propeller fastening bolt and nut passes an inspection in accordance with the instructions of Evektor MSB No SW13-065a Revision 1.

New requirements of this AD

Engines equipped with a flange for fixed propeller V218 or its versions:

- (4) Within 30 days after the effective date of this AD, modify the engine propeller flange and replace the affected fastening bolts and nuts in accordance with the instructions of Parma-Technik s.r.o. BB No MIII SAB-003/2015 Revision 1.
- (5) Modification of an engine, before the effective date of this AD, in accordance with the instructions of Parma-Technik s.r.o. BB No MIII SAB-003/2015 original issue, is acceptable to comply with the requirement of paragraph (1) of this AD and is not acceptable to comply with the requirement of paragraph (4) of this AD for that engine.
- (6) From the effective date of this AD, installation of a propeller on an engine, or installation of an engine on an aeroplane, is allowed, provided that, prior to installation, the affected engine has been modified in accordance with the instructions of Parma-Technik s.r.o. BB No MIII SAB-003/2015 Revision 1.
- (7) Modification of an engine, as required by paragraph (4) of this AD, is an acceptable method to comply with the requirements of paragraphs (1) of this AD. After modification of an engine as required by paragraph (4) of this AD, the requirements of paragraph (3) no longer apply to that engine.



Ref. Publications:

Evektor s.r.o. MSB No SW13-065a Revision 1, dated 24 August 2015.

Parma-Technik s.r.o. BB No. MIII SAB-002/2015, dated 20 August 2015.

Parma-Technik s.r.o. BB No MIII SAB-003/2015 original issue, dated 16 October 2015 or Revision 1, dated 12 November 2015.

The use of later approved revisions of these documents 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. This AD was posted on 17 December 2015 as PAD 15-155 for consultation until 14 January 2016. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact:

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