



Emergency Airworthiness Directive

AD No.: 2023-0079-E

Issued: 14 April 2023

Note: This Emergency 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

PIPISTREL VERTICAL SOLUTIONS d.o.o.

Type/Model designation(s):

Virus SW 121 aeroplanes

Effective Date: 18 April 2023

TCDS Number(s): EASA.A.573

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Flaperon Bellcrank Bolt – Inspection

Manufacturer(s):

Pipistrel d.o.o.

Applicability:

Virus SW 121, SW 121A, SW 121C and Virus SW 128 aeroplanes, all serial numbers as listed in the Service Bulletin (SB), as defined in this AD.

Definitions:

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

The SB: Pipistrel Vertical Solutions d.o.o. (PVS) SB-121-00-80-028.

Reason:

Occurrences were reported of flaperon bellcrank bolt found loose. Subsequent investigation identified an incorrect installation in production line as possible root cause.

This condition, if not detected and corrected, could lead to malfunction of the control stick, possibly resulting in reduced control of the aeroplane.



To address this potential unsafe condition, PVS issued the SB, to provide applicable instructions.

For the reason described above, this AD requires to reinstall the flaperon bellcrank bolt.

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

Required as indicated, unless accomplished previously:

Removal / Reinstallation:

- (1) Within 10 flight hours after the effective date of this AD, remove and reinstall the flaperon bellcrank bolt in accordance with the instructions of the SB.

Ref. Publications:

PVS SB SB-121-00-80-028 original issue dated 04 April 2023.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Pipistrel Vertical Solutions d.o.o. Vipavska cesta 2, 5270 Ajdovščina, Slovenia; E-mail: maintenance@pipistrel.si.

