


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0163</b></p> <p><b>Date: 04 August 2010</b></p> <p>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.</p>
<p>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].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>None</p>	<p><b>Type/Model designation(s) :</b></p> <p>WASSMER WA 4/21, CERVA CE43 and CE44</p>
<p>TCDS Number : DGAC France No.51, DGAC France No.137</p>	
<p>Foreign AD : Not Applicable</p>	
<p>Supersedure: None</p>	
<b>ATA 27</b>	<b>Flight Controls – Reducing box – Inspection/Replacement</b>
Manufacturer(s):	Wassmer-Aviation and Siren Versailles
Applicability:	<p>Wassmer 4/21, CERVA CE43 and CE44, all serial numbers equipped with reducing flap box WA Part Number (P/N) 421-27-27.</p> <p>Note: in Europe, these aeroplanes are either flying under Restricted Certificate of Airworthiness or EASA Permit To Fly.</p>
Reason:	<p>Following an in-service incident, a broken or cracked plastic gear inside a reducing flap box P/N WA 421-27-27 has been reported. This may cause failure of the flaps control. Furthermore, an uncommanded flap retraction has as well been reported.</p> <p>Investigation of the first occurrence has shown that the plastic gear inside the worm screw reducing flap box, driven by the electric engine, may further crack and, ultimately break, leading to an uncommanded flaps retraction. This may also block the flap box reducer.</p> <p>These conditions, if not corrected could lead to reduced control of the aeroplane.</p> <p>For the reason described above this AD requires repetitive inspection of the flap box and corrective action, depending on findings.</p>

Effective Date:	18 August 2010
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) At next annual maintenance check or within 12 months, whichever occurs later, after the effective date of this AD, remove the plastic gear inside the reducing flap box P/N WA421-27-27 and inspect it for cracks. Thereafter, repeat the inspection at intervals not to exceed 12 months from the previous inspection.</li> <li>(2) If a crack is found during any inspection required by paragraph (1) of this AD, before next flight, replace the plastic gear with gear P/N N°27 40 26 02 in accordance with Issoire Aviation repair No. FM-2006-01 or any other approved repair.</li> </ol> <p>Note: P/N WA421-27-27 can be identified on Maintenance Manual page 2-2 item 3 for WA 4/21 and on page 2-15 item 7 for CE43 and CE 44.</p>
Ref. Publications:	<p>Aircraft Maintenance Manual WA 4/21, CE43 and CE44.</p> <p>Issoire Aviation repair No. FM-2006-01.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 02 July 2010 as PAD 10-068 for consultation until 30 July 2010. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: EASA PCM Pascal JOUBERT, E-Mail: <a href="mailto:pascal.joubert@aviation-civile.gouv.fr">pascal.joubert@aviation-civile.gouv.fr</a></li> </ol>