


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 10-071 Date: 02 July 2010 Note: This Proposed Airworthiness Directive (PAD) 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.	
	In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Type Approval Holder's Name : None		Type/Model designation(s) : WASSMER WA 4/21, CERVA CE43 and CE44
TCDS Number : DGAC France No.51, DGAC France No.137		
Foreign AD : Not Applicable		
Supersedure: None		
ATA 27	Flight Controls – Reducing box – Inspection/Replacement	
Manufacturer(s):	Wassmer-Aviation and Siren Versailles	
Applicability:	Wassmer 4/21, CERVA CE43 and CE44, all serial numbers equipped with reducing flap box WA Part Number (P/N) 421-27-27. Note: in Europe, these aeroplanes are either flying under Restricted Certificate of Airworthiness or EASA Permit To Fly.	
Reason:	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. 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. These conditions, if not corrected could lead to reduced control of the aeroplane. For the reason described above this AD requires repetitive inspection of the flap box and corrective action, depending on findings.	

Effective Date:	[TBD: 14 days after final AD issue date]
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(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.</p> <p>(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.</p> <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 :	<p>1. This Proposed AD will be closed for consultation on 30 July 2010.</p> <p>2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu.</p> <p>3. For any question concerning the technical content of the requirements in this AD, please contact: EASA PCM Pascal JOUBERT, E-Mail: pascal.joubert@aviation-civile.gouv.fr</p>