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| ATA 53 | Fuselage – Upper FWD Stringer left / right |
| Subject : | Corrosion Inspection between FWD Windshield Frame Angle LH/RH and Upper FWD Stringer left and right |
| Applicability : | FFA AS202 all Modell and S/N |
| TCDS : | EASA.A.591 |
| Effective Date: | 15.02.2015 |
| Accomplishment : | <p>Before next flight for the initial inspection and thereafter at intervals not to exceed one year.</p> <p>Before initial inspection one ferry flight to a maintenance shop is allowed.</p> <p>No further acrobatic flights are allowed (do not exceed maneuvering load factors category normal +3,8g/-1,9g) before the initial inspection and its corresponding actions are performed.</p> |
| Reason : | At annual inspection during windshield replacement heavy corrosion was evident between windshield frame and FWD upper stringer LH/RH. Corrosion was not to be detected at general visual inspection from below. Undetected corrosion may result in loss of structural integrity of affected area. |
| Instructions : | <ol style="list-style-type: none">1. Perform Detailed Visual Inspection of FWD upper stringer LH/RH top side for evidence of corrosion or missing corrosion protection (refer to Figure 1 for the area to be inspected).<ol style="list-style-type: none">a. For access remove L/H and R/H cockpit side covers, remove Glare shield in accordance with AS202 AMMb. Remove each side three bolts and nuts holding windshield frame in place i.a.w. AS202 AMMc. At outside windshield cover, remove screws holding windshield in place (see Picture 1).d. Carefully lift windshield and frame to get a clear view to affected area, use flashlight for adequate lighting to inspect area (see Picture 2).e. If any sign of corrosion or damaged corrosion protection is evident, area has to be repaired prior to further operation.f. Little⁽¹⁾ or minor⁽²⁾ surface corrosion can be removed i.a.w. the applicable Maintenance Manual and AC43.13-1B. No corrosion is allowed in an area of 20 mm around the cutout for the front attachment of the canopy. Max area of corrosion to be removed shall not exceed 0,2 mm over the length of one flange (horizontal or vertical flange of the U-profile) in the affected area. |

The technical content of this SB is approved under the authority of DOA nr. EASA.21J.274.

Bearbeiter: J. Breidenbach

MPL: A. Kocks

Datum: 05.02.2015

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Instructions :

- (1) Little Corrosion: Surface Corrosion only, can be removed by any means, however no techniques approved resulting in weakening the structure, showing a clean and bright surface thereafter.
- (2) Minor Corrosion: Surface Corrosion only, can be hand wiped off with a Scotch Brite or equivalent, showing a clean and bright surface thereafter.
- g. Apply corrosion protection i.a.w. AS202 AMM
- h. Fill in evidence report and return to below address.
2. Assemble all previous removed parts in accordance with AS202 AMM
3. If no corrosion was found or if the corrosion could be removed i.a.w. instruction 1.f), release aircraft to service. In all other cases contact Gomolzig Flugzeug- und Maschinenbau GmbH for the development of an appropriate repair procedure.
4. Repeat inspection at an interval of one year

Instructions :

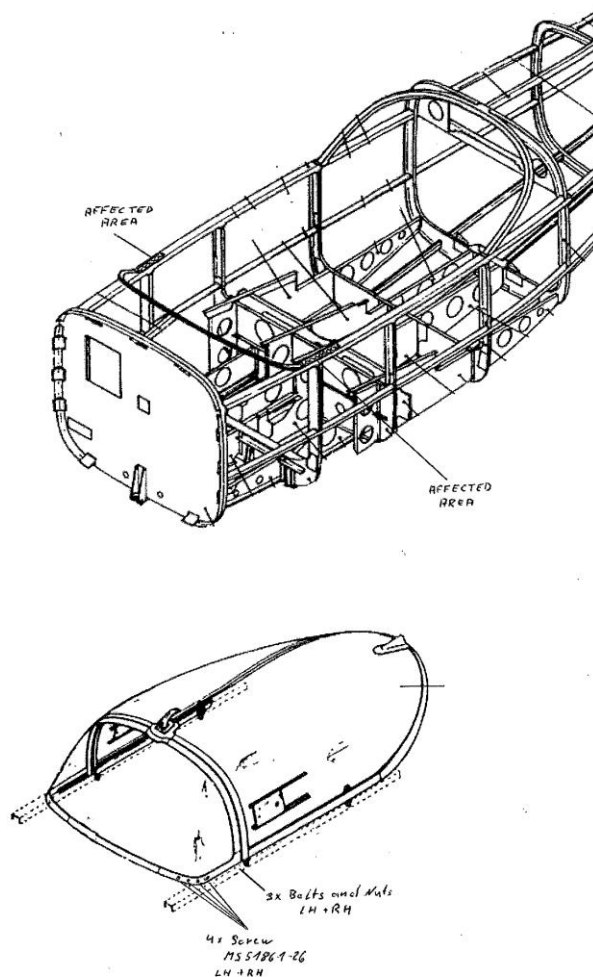


Figure 1:

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Instructions :



Picture 1



Picture 2

Material :

For information and exchange of parts please contact:
Gomolzig Flugzeug- und Maschinenbau GmbH
Mail: Eisenwerkstraße 9; 58332 Schwelm
Phone: +49 (0)2336 490 330
Fax: +49 (0)2336 490 339
E-Mail : info@gomolzig.de

Weight & Balance :

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Remarks :

1. Send back filled report after initial inspection was performed, if applicable with parts to be repaired
2. This service bulletin has to be accomplished under the expense of the owner/operator.
3. Information material will be published under <http://www.gomolzig.de>.
4. For any questions concerning the content of this SB, please contact:

Gomolzig Flugzeug- und Maschinenbau GmbH

Mail: Eisenwerkstraße 9; 58332 Schwelm

Phone: +49 (0)2336 490 330

Fax: +49 (0)2336 490 339

E-Mail : info@gomolzig.de

Gomolzig Flugzeug- und Maschinenbau GmbH is contracted Design Organisation for the continuing airworthiness of the type design on behalf of FFA Aircraft Bravo AG.

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Gomolzig Flugzeug und Maschinenbau GmbH
Eisenwerkstraße 9

D – 58332 Schwelm

FAX: 02336-490339
Email: info@gomolzig.de

Please fill in the blanks and send this page back to Gomolzig by regular mail, email or fax

Aircraft type: _____

Serial number: _____

Registration: _____

Address aircraft owner: _____

Address aircraft operator: _____
(if different from owner)

Total flight hours: _____ Total cycles: _____

Finding at initial inspection:

LH Upper FWD Stringer 202-11.003 corrosion no corrosion

RH Upper FWD Stringer 202-11.002 Corrosion no corrosion

Corrosion removed i.a.w. instruction 1.f) and aircraft released to service

Severe corrosion – repair procedure requested

Date: _____
(DD.MM.JJJJ)

Signature: _____
(ad name in block letters)

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