

Airworthiness Directive

Alpha Aviation R2000 Series Aircraft



DCA/R2000/28A Wing Structure and Fuselage Attachment – Inspection and Maintenance

Applicability: All model R 2100, R 2100 A, R 2112 and R 2160 D aircraft, S/Ns 001 through 378.
Model R 2160 aircraft, S/Ns 001 through 378 and S/Ns 160A-06001 onward.
Model R 2160i aircraft, S/Ns 001 through 378 and S/Ns 160Ai-07007 onward.

Note 1: The applicability of this AD revised. Alpha Aviation manufactured model R2160i aircraft added. Investigations into the cause of the previously reported attachment bolt damage are continuing. It is anticipated that design changes will be incorporated into Alpha Aviation aircraft to alleviate this maintenance requirement. Reports to the manufacturer of any or nil damage will support this effort.

Requirement: To prevent failure of the wing structure and assembly components due to undetected fatigue and corrosion, accomplish the following:

1. Disassemble the wings from the fuselage, and inspect the wing structure and assembly components, per instruction No. 1 in Robin Aviation Service Bulletin No. 123, revision 3.

If any defects are found repair per SB No. 123, before further flight.

2. Inspect the wing-to-fuselage retaining bolts, per instruction No. 2 in SB No. 123.

Note 2: The fitting of new bolts negates the requirement to accomplish non destructive testing of the bolts.

3. Check the wing-to-fuselage retaining torque setting per instruction No. 3 in SB No. 123.

Note 3: Accomplishment of DGAC F-2000-023 satisfies the requirement of this AD.

Compliance: 1. For aircraft with less than 3500 hours TTIS:

At 3500 hours TTIS, and thereafter at intervals not to exceed 750 hours TIS.

For aircraft with more than 3500 hours TTIS and less than 4000 hours TTIS:

Within the next 100 hours TIS, and thereafter at intervals not to exceed 750 hours TIS.

For aircraft with more than 4000 hours TTIS:

Within the next 100 hours TIS if the special instruction in paragraph E of SB No. 123, revision 2 has not been accomplished, and thereafter at intervals not to exceed 750 hours TIS.

Within the next 750 hours TIS if the special instruction in paragraph E of SB No. 123, revision 2 has been accomplished, and thereafter at intervals not to exceed 750 hours TIS.

2. Within 3500 hours TSN or 3500 hours TIS after fitting new bolts, and thereafter at intervals not to exceed 750 hours TIS.

3. Within the next 50 hours TIS after re-assembling the wing, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: DCA/R2000/28 - 29 June 2006
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