


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<b>AD N° : 2004-0002</b> <b>Issued/Date: 9 December 2004</b>

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

<b>Type Approval Holder's Name (Dec 04)</b>	<b>Type/Model designation(s)</b>
REVO Inc	Colonial C-2 Lake LA-4 Lake LA-4A Lake LA-4P Lake LA-4-200
TCDS Number: FAA 1A13 Rev 26	
Foreign AD Nr: FAA AD98-10-12	
Supersedure: This Emergency AD supersedes EASA Member State Emergency AD Number: Finland M3089/04.	

**ATA 300 - EMPENNAGE - INSPECTION**

<b>Manufacturer:</b>	Lake/Global Amphibians LLC/Revo Inc
<b>Applicability:</b>	Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, Lake LA-4-200
<b>Reason:</b>	A fatal accident in Finland is currently being investigated. A possible cause was failure of the rear fitting of the left horizontal stabilizer (P/N 2-2200-21). FAA AD 98-10-12 required inspection of these fittings in accordance with REVO Service Bulletin B-78; this aircraft had complied with the FAA AD.
<b>Effective Date:</b>	9 December 2004
<b>Compliance:</b>	Perform the following actions before further flight:  A. Measure the gap between the horizontal stabilizer rear

	<p>beam and the attachment fitting in accordance with the PROCEDURE section in REVO Service Bulletin B-78.</p> <p>1. If the clearance is less than 4.0 mm (5/32 in), prior to further flight, remove the fitting and visually inspect or inspect using dye penetrant methods in accordance with the INSPECTION AND REPAIR section of the REVO Service Bulletin B-78. If any cracks, fretting or corrosion is present in the fitting, replace it before further flight in accordance with the INSPECTION AND REPAIR section of the REVO Service Bulletin B-78.</p> <p>2. If the clearance is 4.0 mm (5/32 in) or larger, prior to further flight, remove the horizontal stabilizer and visually inspect or inspect using dye penetrant methods the attachment fitting without removing it from the stabilizer rear beam. If any cracks, fretting or corrosion is present in the fitting, replace it before further flight in accordance with the INSPECTION AND REPAIR section of the REVO Service Bulletin B-78.</p> <p>B. Measure the gap between the horizontal stabilizer skin and the attachment fitting in accordance with the PROCEDURE section in REVO Service Bulletin B-78.</p> <p>1. If the clearance is less than 1.6 mm (1/16 in) but the clearance measured under paragraph A is more than 4.0 mm (5/32 in), prior to further flight, trim the skin in accordance with the PROCEDURE section in REVO Service Bulletin B-78 to provide at least 1.6 mm clearance.</p> <p>C. Inform the EASA Certification Manager General Aviation about the results of the inspections performed in accordance with this Directive.</p> <p>The actions required in this Airworthiness Directive may only be performed by an approved maintenance organisation in accordance with its scope of approval.</p>
<p><b>Ref. Publications:</b></p>	<p>REVO Service Bulletin B-78 which may be obtained from the current Type Certificate holder (Dec 04):</p> <p>Revo Inc  1396 Grandview Boulevard  Kissimmee  Florida 34744  USA</p>
<p><b>Remarks</b></p>	<p>This Emergency AD may be superseded by FAA action.</p>

	<p>Any queries regarding this Emergency AD should be directed to : <a href="mailto:roger.hardy@easa.eu.int">roger.hardy@easa.eu.int</a></p>
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