


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD N° : 2005-0017 Issued/Date: 20 April 2005 Cancelled: 8 July 2005

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.

Type Approval Holder's Name REVO, INCORPORATED	Type/Model designation(s) 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Supersedure: This Emergency AD has been superseded by FAA AD 2005-12-02.	

ATA 300 - EMPENNAGE - INSPECTION

Manufacturer:	Lake/Global Amphibians LLC/Revo, Inc
Applicability:	Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, Lake LA-4-200
Reason:	A fatal accident in Finland has been investigated and it has been determined that cause of the accident was failure of the rear fitting of the left horizontal stabilizer attachment fitting (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. Subsequent inspection of horizontal stabilizer attachment fittings has revealed that cracking can occur even if there is no fretting or interference. As the cracking can occur on the hidden side of the fitting, this Emergency AD has been

	<p>revised to require removal and inspection of the fitting regardless of the gap between the horizontal stabiliser rear beam and the attachment fitting.</p> <p>Furthermore a replacement time is introduced, beyond which point the inspection requirement alone is considered inadequate to prevent an unsafe condition developing prior to any further necessary action being established by the manufacturer.</p>
EASA Approval number and date	2005-3710 dated 20 April 2005
Effective Date:	20 April 2005
Compliance:	<p>Perform the following actions within 25 hours time in service:</p> <p>A. If horizontal stabilizer attachment fitting (P/N 2-2200-21) has more than 1500 hours total time in service, replacement of the fitting is required.</p> <p>B. If horizontal stabilizer attachment fitting (P/N 2-2200-21) has less than 1500 hours total time in service, remove it and 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. This action is not necessary if the fitting has already been removed and inspected in accordance with the initial issue of this Airworthiness Directive.</p> <p>C. 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>D. 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>

Ref. Publications:	REVO Service Bulletin B-78 which may be obtained from the Type Certificate holder Revo Inc 1396 Grandview Boulevard Kissimmee Florida 34744 USA
Remarks	This Emergency AD has been superseded by FAA action. Any queries regarding this Emergency AD should be directed to : roger.hardy@easa.eu.int

SUPERSEDED BY FAA AD 2005-12-02