


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2006 – 0346-E	
	Date: 14 November 2006	
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		Type/Model designation(s)
Binder Motorenbau GmbH		ASH 25 EB 28
TCDS Number: EASA A.076		
Foreign AD No.: Not applicable.		
Supersedure: This EAD supersedes and cancels EASA Emergency AD 2006-0218-E.		
ATA 27	Flight Controls – Elevator Control & Pushrod – Inspection/Modification	
Manufacturer:	Binder Motorenbau GmbH	
Applicability:	Model ASH 25 EB 28, all serial numbers	
Reason:	<p>During a thermal flight in higher altitude, flutter of the horizontal tail occurred.</p> <p>Emergency AD 2006-0218-E was issued to preclude the risk of recurrence of the flutter phenomenon by requiring a limitation of the flight envelope.</p> <p>The present Emergency AD retains the limitation and requires the measurement of the elevator control steering stiffness, relocation of the elevator pushrods and, if necessary, reinforcement (increase) of stiffness of the elevator controls.</p> <p>After accomplishment of all the required actions, the limitation (Airspeed Indicator, Placard, FM change) as imposed by EAD 2006-0218-E may be removed from the aircraft and the Flight Manual.</p>	
Effective Date:	16 November 2006	
Compliance:	<p>(1) Before next flight after 18 July 2006 [the effective date of EAD 2006-0218-E]:</p> <ul style="list-style-type: none"> - Include a copy of this AD in the Flight Manual. - Place a red radial line on the air speed indicator at reduced V_{NE} of 200 km/h. - Place a placard next to the airspeed indicator showing reduced V_{NE} with altitude: 	

	<table><tr><th colspan="2">Höchstzulässige Geschwindigkeit V_{NE}</th><th colspan="2">Maximum Permitted Speed V_{NE}</th></tr><tr><th>Höhe</th><th>V_{NE} (IAS)</th><th>Altitude</th><th>V_{NE} (IAS)</th></tr><tr><td>< 2000 m</td><td>200 km/h</td><td>< 2000 m</td><td>200 km/h</td></tr><tr><td>< 4000 m</td><td>180 km/h</td><td>< 4000 m</td><td>180 km/h</td></tr><tr><td>< 6000 m</td><td>160 km/h</td><td>< 6000 m</td><td>160 km/h</td></tr></table> <p>(2) Not later than at the next annual inspection:</p> <p>a) Inspect (measure) the elevator steering stiffness and relocate the elevator pushrods in accordance with ‘activities’ instructions a) and b) contained in Binder Motorenbau Technical Note ASH 25 EB 28 – B3, EASA approved 08 September 2006 or a later approved revision; and</p> <p>b) Repeat the steering stiffness measurement as required by paragraph (2)a) of this directive and, if found insufficient, reinforce (increase) the elevator control stiffness in accordance with ‘activities’ instruction c) contained in Binder Motorenbau Technical Note ASH 25 EB 28 – B3, EASA approved 08 September 2006 or a later approved revision.</p> <p>c) If stiffness is found to be sufficient, no further action is required.</p> <p>(3) After compliance with the requirements of paragraph (2) of this directive, as applicable, the limitation (Airspeed Indicator, Placard, FM change) as imposed by EAD 2006-0218-E and retained by paragraph (1) of this directive may be removed from the aircraft and the Flight Manual.</p>	Höchstzulässige Geschwindigkeit V _{NE}		Maximum Permitted Speed V _{NE}		Höhe	V _{NE} (IAS)	Altitude	V _{NE} (IAS)	< 2000 m	200 km/h	< 2000 m	200 km/h	< 4000 m	180 km/h	< 4000 m	180 km/h	< 6000 m	160 km/h	< 6000 m	160 km/h
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Ref. Publications:	Binder Motorenbau Technical Note ASH 25 EB 28 – B3, EASA approved 08 September 2006 or a later approved revision.																				
Remarks:	<p>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</p> <p>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</p> <p>3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu</p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact: Binder Motorenbau GmbH, Alter Frickenhäuser Weg 1597645 Ostheim v.d. Rhön, phone +49 97779200, fax +49 9777 9201 E-mail: binder.motorenbau@t-online.de</p>																				