

Ministerio de Fomento

AGENCIA ESTATAL DE SEGURIDAD AÉREA

(State Aviation Safety Agency)

## AIRWORTHINESS DIRECTIVE

NUMBER:

01/08R1

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AFFECTED PRODUCTS:

Aircraft (microlights) AVIAKIT model AVIAKIT XL U.L.M. (DGAC Type

Certificate Nr. 288) and amateur built aircraft (Order 31 May 1982, BOE 5

June) constructed from kit ZENAIR Zodiac CH 601 XL.

MANUFACTURER:

AVIAKIT and ZENAIR.

ISSUE DATE:

REFERENCIA:

Zenair Europe Service Bulletin ZE-2008-01.

EFFECTIVITY DATE:

On the issue date.

DESCRIPTION:

There have been various fatal accidents of microlight aircraft Zodiac CH 601 XL. There are indications that break-up of the wing structure was the cause in some of them. In particular, on 14 September 2008 an accident happened in the Netherlands. The first informations on the investigations issued by the Dutch Accident Board indicate that the wing would have failed in flight, the aircraft not having performed apparently manoeuvres exceeding the approved flight domain. The Civil Aviation Authority of the Netherlands issued the Airworthiness Directive by Nr. NL-2008-003, to ground the aircraft. In view of those data, as well as other data corresponding to preliminary investigations of other accidents by the relevant national bodies, AD 01/08 was issued, prohibiting these aircraft to fly. The Deutsche Aero Club (which has a delegation from its authority for ULM certification) took the same measure.

Later on, the Deutsche Aero Club issued a revision of its original AD, allowing the aircraft to fly under the conditions and limitations specified thereon, requiring, however, Zenair to perform wing static structural testing, with combined flexion-torsion loads, and ground vibration tests (GVT), to verify the possibility of flutter.

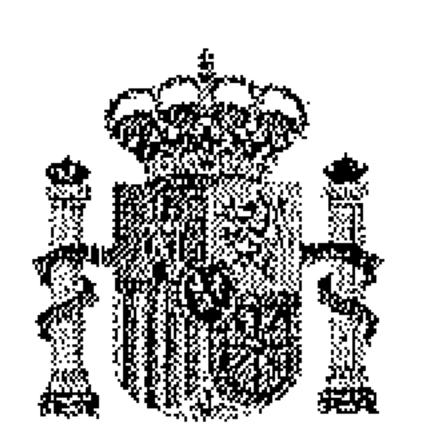
Having received now information that the analysis of the GVT has been completed, and no tendency to flutter or divergence has been found, it is considered that these aircraft can be allowed to fly again, with specific conditions and limitations that provide the adequate safeguards, as far as the review of that analysis is completed, and the wing static tests are performed.

## COMPLIANCE:

Before the first flight, the following actions must be performed:

- 1.- Unless previously carried out, perform every inspection of control cables, ailerons and rear wing spar fuselage attachment prescribed in the Zenair document specified under "Reference" above.
- 2.- Weight the aircraft, empty, and determine the position of the centre of gravity.
- 3.- The never exceed speed,  $V_{\text{NE}}$  must be limited to 180 Km/h. A placard with this limitation must be installed in the instrument panel, as close as possible to the airspeed indicator.

Before 8 days since actions 1 and 2 are performed, the results must be transmitted to the AESA contact address indicated below, using the attached form.



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The actions prescribed in the document specified under "Reference" above must be repeated every 50 flight hours, as indicated thereon.

The baggage compartment must be kept empty.

All other limitations for the aircraft prescribed in the Data Sheets attached to the Type Certificate no 288, in their revision 2, dated 17 December 2008 and the manufacturer documentation must be strictly adhered to, as far as they do not contradict the above.

The above mentioned Data Sheets can be consulted in URL: <a href="http://www.seguridadaerea.es/AESA/LANG">http://www.seguridadaerea.es/AESA/LANG</a> CASTELLANO/AERONAVES/CE RTIFICACION/CERTIFICADOS TIPO/A/288HDr2.htm

ADITIONAL INFORMATION: For further information, contact:

Spanish State Aviation Safety Agency (AESA)

Certification Division Po de la Castellana, 67

28071 MADRID

E-mail: <a href="mailto:aercont@fomento.es">aercont@fomento.es</a>
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