



Ministerio de Fomento  
AGENCIA ESTATAL DE SEGURIDAD AÉREA  
(State Aviation Safety Agency)

## AIRWORTHINESS DIRECTIVE

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**AFFECTED PRODUCTS:** Ultralight Gyroplanes (ULM) ELA AVIACION, models ELA-07 (Type Certificate DGAC No. 284/1) and amateur built aircraft (Order 31 May 1982, BOE 5 June) constructed from kits.

**MANUFACTURER:** ELA AVIACION, S.L.

**ISSUE DATE:** July 2017.

**REFERENCE:** ELA AVIACIÓN Service Bulletin No. 19, is replaced by this Airworthiness Directive.

**EFFECTIVITY DATE:** On the issue date.

**DESCRIPTION:** The tail boom of an ultralight gyroplane ELA-07 broke in flight. As part of its technical investigations, The Bureau of Enquiry and Analysis for Civil Aviation Safety (BEA) identified fatigue failures in the welded areas C and D of the tail boom (see Figure 1). The repeated loads (without their nature being perfectly identified) and defects found in the welds have contributed to initiate the fatigue cracks, leading to the separation of the tail boom. As a consequence, General Directorate of Civil Aviation of France has issued the Airworthiness Directive CN 2017-ULM-001, dated 07/05/2017.

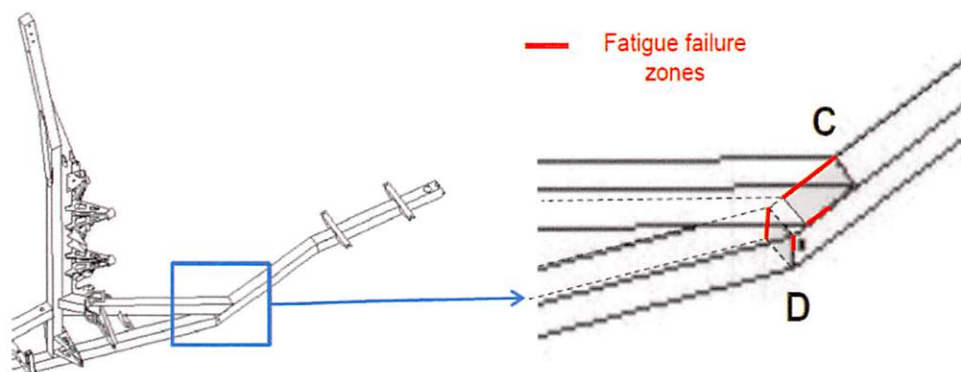


Figura 1

**COMPLIANCE:** The following actions are rendered mandatory from the date of coming into force of this Airworthiness Directive (AD):

1.- Before the next flight, after every 4 months or 100 flight hours (first time reached), visually inspect the welded joints C and D (see Figure 1) with a magnifying glass or other magnifying device.

Any suspicion of a crack in the vicinity or in the welds must be lifted, if necessary by means of appropriate detection means. In case of doubt, ask the manufacturer for advice.

Note: a paint flaking may be indicative of the presence of a crack.

2.- In case of crack:

- flights are prohibited until the application of corrective measures defined by the manufacturer.
- inform AESA: [certificacion.aesa@seguridadaerea.es](mailto:certificacion.aesa@seguridadaerea.es)



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3.- After the repair / reinforcement measures defined by the manufacturer have been applied, the repetitive inspection defined in § 1 above must be continued every 12 months or 200 flight hours (first of the deadlines reached) unless the manufacturer recommend lower intervals.

ADDITIONAL INFORMATION: For further information, contact:  
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