
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Avtech (Jabiru Aircraft) Series Aeroplanes

AD/JABIRU/1

Primary Flight Control Surfaces

24/2010

Applicability: All Jabiru UL-C, UL-D, J160-C, LSA 55/2K, LSA 55/2J, Jabiru ST, LSA 55/3J, and Jabiru ST3 aircraft, all serial numbers.

Requirement: Perform an initial inspection in accordance with the requirements of Jabiru Service Bulletin JSB 019-2, dated 24 November 2010.

Note 1: The referenced service bulletin is applicable to ALL Jabiru aircraft models. Some of these models are experimental amateur built and light sport aircraft and are not subject to this Airworthiness Directive, but are subject to a Manufacturers Safety Direction. Consequently, only type certificated models are included in the applicability of this AD.

Note 2: When this directive is carried out the results of the inspection, are to be reported to CASA via the Service Difficulty Report system.

Compliance: Before further flight after the effective date of this Airworthiness Directive and whenever the control rigging is adjusted, control surfaces are repaired, or control surfaces are removed and re-fitted.

This Airworthiness Directive becomes effective on 13 December 2010.

Background: On 29 February 2008, JSB 019-1 was released to address several cases where the control surfaces of Jabiru Aircraft have rubbed against fixed parts of the airframe during flight. In some cases this caused control jamming. Since this bulletin was first released these incidents have continued to occur, though at a lower rate. In some cases these incidents have caused loss of control of the aircraft, resulting in significant damage. On 24 November 2010, JSB 019-2 was issued to include new requirements intended to prevent further occurrence of this type of problem.

The Service Bulletin referenced in this Airworthiness Directive requires an inspection of the control surface clearances.



Mike Higgins
Delegate of the Civil Aviation Safety Authority

29 November 2010