
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/LC40/2 and issues the following 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.

Columbia (formerly Lancair) LC40, LC41 and LC42 Series Aeroplanes**AD/LC40/2
Amdt 1****Aileron and Elevator Linear Bearings****2/2009
TX**

Applicability: Columbia Aircraft Manufacturing (previously the Lancair Company) aircraft:

LC40-550FG S/N 40001 through S/N 40079;

LC41-550FG S/N 41001 through S/N 41800 and S/N 411001 through S/N 411041;

LC42-550FG S/N 42001 through S/N 42569 and S/N 421001 through S/N 421006.

Requirement: 1. Insert Appendix A of Columbia Mandatory Service Bulletin SB-07-002 dated 14 March 2007, or Appendix A of Cessna Mandatory Service Bulletin SB-07-002D dated 29 May 2008, into the Limitations section of the Airplane Flight Manual (AFM).

The operator holding at least a private pilot certificate may do the AFM amendment. Make an entry in the aircraft records showing compliance with this Requirement of this AD.

2. Access and inspect the aileron and elevator linear bearings on both wings for foreign object debris following Columbia Mandatory Service Bulletin SB-07-002, or Cessna Mandatory Service Bulletin SB-07-002D, and FAA approved maintenance procedures.

The appropriate maintenance manual contains these procedures.

3. Remove any debris found during any inspection required in Requirement 2 of this AD following Columbia Mandatory Service Bulletin SB-07-002, or Cessna Mandatory Service Bulletin SB-07-002D, and FAA approved maintenance procedures.

The appropriate maintenance manual contains these procedures.

4. Inspect the aileron and elevator control rods for scarring or damage near the linear bearings following Columbia Mandatory Service Bulletin SB-07-002, or Cessna Mandatory Service Bulletin SB-07-002D, and FAA approved maintenance procedures.

The appropriate maintenance manual contains these procedures.

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5. Repair any scarring or damage found during the inspection detailed in Requirement 4 of this AD following Columbia Mandatory Service Bulletin SB-07-002, or Cessna Mandatory Service Bulletin SB-07-002D, and FAA approved maintenance procedures.

The appropriate maintenance manual contains these procedures.

The manufacturer may need to be contacted to obtain a repair scheme.

Alternative Means Of Compliance

For the inspections detailed in Requirements 2 and 4 of this AD, a linear bearing access panel may be installed instead of drilling an inspection hole. If the hole has previously been drilled, the access panel may also be installed in addition to the inspection hole. This can be done in accordance with Cessna Mandatory Service Bulletin SB-07-018 dated 29 May 2008.

Note: FAA AD 2007-07-06R1 Amdt 39-15713 dated 21 October 2008 refers.

Compliance: For Requirement 1 - Before further flight after the effective date of this AD, unless previously accomplished.

For Requirement 2 - Remains unchanged as detailed in the original issue of this AD as: Initially within the next 35 flight hours after 30 April 2007, unless previously accomplished, thereafter at intervals not to exceed 12 calendar months.

For Requirement 3 - Before further flight after the effective date of this AD.

For Requirement 4 - Remains unchanged as detailed in the original issue of this AD as: Initially within the next 35 flight hours after 30 April 2007, unless previously accomplished, thereafter at intervals not to exceed 12 calendar months.

For Requirement 5 - Before further flight after the effective date of this AD.

This Amendment becomes effective on 19 December 2008.

Background: This AD is the result of reports of possible foreign object contamination of the linear bearings. The issuing of this AD is to prevent jamming in the aileron and elevator control systems, which could result in failure. This failure could lead to loss of control.

This amendment changes the serial number of the aircraft affected by the AD. Cessna approved data has also been added to the approved data detailed in the various requirements.

Columbia (formerly Lancair) LC40, LC41 and LC42 Series Aeroplanes

AD/LC40/2 Amdt 1 (continued)

The original issue of this AD became effective on 30 April 2007.

A handwritten signature in black ink, appearing to read 'James Coyne', with a stylized flourish at the end.

James Coyne
Delegate of the Civil Aviation Safety Authority

15 December 2008