
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/ROBIN/28 Amdt 1 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.

Robin Aviation Series Aeroplanes

**AD/ROBIN/28
Amdt 2**

Wing Attachment Bolts

6/2008

Applicability: Model HR 200/100, HR 200/100S, HR 200/120, HR 200/120B, and HR 200/160 aircraft, serial numbers 001 through 378.

Model R 2100, R 2100 A, R 2112, R 2120 U, and R 2160 D aircraft, serial numbers 001 through 378.

Model R 2160 aircraft, serial numbers 001 through 378, and serial number 160A-06001 and subsequent.

Model R 2160i aircraft, serial numbers 001 through 378, and serial numbers 160Ai-07007 and subsequent.

Requirement: 1. For Model HR 200 aircraft, check the torque of the front, main, and rear wing attachment bolts, in accordance with Avions Pierre Robin Service Bulletin (SB) No. 145 Revision 2.

If the torque values are not as specified in SB No. 145 Revision 2, before further flight, contact the aircraft manufacturer for corrective action.

If the torque values are correct, the previous flight limitation +3.8g and -1.52g in the "N" category is cancelled.

2. For Model R 2000 aircraft, serial numbers 001 through 298, replace the main spar attachment bolts in accordance with SB No. 145 Revision 2 and NAV 96-3.

3. For all Model R 2000 aircraft, check the torque values of the wing attachments in accordance with SB No. 145 Revision 2.

If the torque values are not as specified in SB No. 145 Revision 2, before further flight, contact the aircraft manufacturer for corrective action.

Note: NZ CAA AD DCA/R2000/24A refers.

Compliance: 1. Unless the initial check is already accomplished, within 100 hours time in service after 5 June 2008. Thereafter at intervals not to exceed 1,000 hours time in service.

Robin Aviation Series Aeroplanes

AD/ROBIN/28 Amdt 2 (continued)

2. Unless already accomplished, before further flight after 5 June 2008.
3. Unless the initial check is already accomplished, within 50 hours time in service after 5 June 2008. Thereafter at intervals not to exceed 100 hours time in service.

This Amendment becomes effective on 5 June 2008.

Background: The initial issue of this directive followed a report by the French airworthiness authority, the DGAC, of the in-flight failure of the wing attachments of a Robin R2160 aircraft. The flight restrictions of Requirement 2 were imposed while the DGAC investigated the incident.

Amendment 1 provided for removal of the flight restriction once the wing attachment hardware is replaced. The torque check and inspection requirements subsequent to replacement are to ensure the continuing airworthiness of the wing attachment hardware.

Amendment 2 is issued to align this Directive with NZ CAA AD DCA/R2000/24A. Alpha Aviation manufactured Model R 2160i aircraft are included in applicability.



David Villiers
Delegate of the Civil Aviation Safety Authority

16 April 2008