
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.

Extra EA-300 Series Aeroplanes**AD/EXTRA/10****Fuselage Structure - Tail Spring Support****10/2009
DM**

Applicability: Model EA 300/L aircraft, serial numbers 01 through 170, 172, 173, 1171 and 1174 through 1299.

Model EA 300/200 aircraft, serial numbers 01 through 31 and 1032 through 1043.

- Requirement:**
1. Inspect the tail spring support in accordance with PART I of EXTRA Service Bulletin No. SB-300-2-97 Issue B, or later EASA approved revision.
 2. If a crack is detected during any inspection, modify the tail spring support structure as instructed in PART II of EXTRA Service Bulletin No. SB-300-2-97 Issue B, or later EASA approved revision.
 3. If no cracking is detected, repeat the inspection of the tail spring support in accordance with PART I of EXTRA Service Bulletin No. SB-300-2-97 Issue B, or later EASA approved revision.

Note 1: Modification of the tail spring support structure in accordance with Requirement 2 terminates the Requirement 3 repeat inspections of this Directive.

Note 2: EASA AD 2009-0160 refers.

- Compliance:**
1. Before further flight after 28 July 2009.
 2. Before further flight.
 3. Within 50 flight hours or at the next scheduled 50-hour inspection after 28 July 2009, whichever occurs first. Inspect thereafter at intervals not to exceed 50 flight hours; until modification of the tail spring support structure as instructed in PART II of EXTRA Service Bulletin No. SB-300-2-97 Issue B, or later EASA approved revision.

This Airworthiness Directive becomes effective on 28 July 2009.

Extra EA-300 Series Aeroplanes

AD/EXTRA/10 (continued)

Background: The manufacturer advised that the combination of a redesigned tail spring support with a stiffer tail spring and rough field operations has led to cracks in the tail spring support mounting base. Cracks have also been reported on aircraft already compliant with PART II of SB-300-2-97 Issue A. For the reasons stated above, this Directive mandates instructions for recurring inspections and modification in the area of the tail spring support in order to prevent separation of the tail landing gear, which could result in serious damage to the aircraft during landing.



David Villiers
Delegate of the Civil Aviation Safety Authority

23 July 2009