

File Name:	PRO_191228_C1_DL_CI_IB-DL-5-19-A-PillarInspection-(SB-42-022-2019)	Version & Date:	2 – 28/12/2019
Creator:	LHC	Approval:	LHC

Title (Titre): *IB-DL A-Pillar Inspection (SB-42-022-2019) #5-19*

Form Procedure Contract GSC Sales Finance **C1**

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Issuing Date :	Date de Création :
20-11-2019	

Manufacturer – Constructeur :	Issuing Party – Créateur :
COMCO IKARUS GmbH Am Flugplatz 11 D-88367 Hohentengen Deutschland	DKL Light Sport Aircraft Sarl 6 rue Gaessel L-4735 Pétange Luxembourg

Classification :	Classification :
Mandatory before next flight and every annual or 100 flight hours control, which occurs first	<i>Obligatoire avant le prochain vol et à toutes les inspections annuelles ou inspections de 100 heures de vol, (la premières échéance atteinte)</i>

Concerned Types :	Types concernés :
All aircrafts of the C42 A, B and E series C42A up to serial nb : 1604-7449 C42B up to serial nb :1503-7383 C42E up to serial nb : 1804-7529	<i>Tous les aéronefs de la série C42 A, B et E C42A jusqu'à la série : 1604-7449 C42B jusqu'à la série : 1503-7383 C42E jusqu'à la série : 1804-7529</i>

Reason :	Raison :
It has occurred on certain airplanes with high flight hours, front gear or main fuselage, damages or fatigues, has brought the A-pillar to tear off from the support brackets on the main fuselage. The A-pillar is only hold by the rivets on the upper part of the brackets	<i>Il a été constaté sur certains aéronefs qui ont de nombreuses heures de vol, que le train avant et ou la poutre centrale sont endommagés par fatigue. Cette situation peut induire une rupture sur la colonne A des fixations sur la poutre centrale. La colonne A est uniquement maintenue par des rivets en partie haute de son support.</i>



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Effective Date :	Date d'émission :
July / Juillet 2019	



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Reference :	Référence :
SB-42-022-2019 Rev. 1 Inspection of A-pillar at C42 A/B/E-Series with A-pillar passing through fuselage tube Lufttüchtigkeitsanweisung – LTA - Nr.: LSG 19 - 002 - Rev.1	

Airworthiness :	Navigabilité :
In the event of a defect noted on the A-Pillar, the aircraft must undergo an immediate repair and exchange of the part. At no corrective action is taken, the aircraft will no longer respond to its initial state of airworthiness and will no longer be able to fly.	En cas de défaut constaté sur la colonne A, l'aéronef doit être réparé par une pièce d'origine constructeur correspondante. Si aucune action corrective n'est réalisée, l'aéronef ne répondra plus à son état initial de navigabilité et ne sera plus en état de voler.

Action :	Action :
Visual inspection must be taken, in case of damage: The A pillar must be replaced by a new A pillar. See the repair action recommended by the manufacturer. The repairs must be accomplished or supervised by a competent technician	Une inspection visuelle est à effectuer, en vue de déceler tout début de criques ou défaut de rivetage de fixation de la colonne A. En cas de d'anomalies décelées, il convient : <ul style="list-style-type: none"> - De remplacer la colonne A par une nouvelle colonne d'origine constructeur. - De prendre connaissance des instructions de réparation recommandées par le constructeur Ces travaux doivent être menés ou supervisés par un technicien compétent.

Registry :	Enregistrement :
Register the application of this bulletin and/or the repair works in the maintenance logbook of the aircraft.	Enregistrer l'application de ce bulletin et/ou les réparations dans les documents de suivi de navigabilité de l'appareil.

Amendment :	Amendement :
The pilot's operating handbook and maintenance handbook will be amended by the next issue.	Le manuel de vol, de maintenance et d'entretien seront mis à jour lors de la prochaine édition.

Approved by :		Approuvé par :	
Position	Signature	Date	
General Manager M. Lai Hoo CHAN		28/12/2019	
Chief Pilot/ Technical Advisor M. Eric VANDEVELDE		28/12/2019	

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SERVICE BULLETIN

SB-42-022-2019 Rev. 1 Inspection of A-pillar at C42 A/B/E-Series with A-pillar passing through fuselage tube (C42A up to Serial No.: 1604-7449 C42B up to Serial No.: 1503-7383 C42E up to Serial No.: 1804-7529)

Date published: July 2019

Subject:

An aircraft with severe cracking of the main fuselage tube emanating from the upper cut-out for the A-pillar was also found to have suffered severe cracking of the A- pillar around its entire circumference. This was hidden within the outer sleeve positioned at the connection between the A- pillar and the upper surface of the main fuselage tube. The load path was maintained by the single small rivet used to locate the outer sleeve on the A- pillar. See Figures 1 & 2.

It is believed that the cracking was a result of excessive loads placed upon the A- pillar due to the near-failure of the main fuselage tube. One other similar historical case is known to have occurred abroad, on an aircraft known to have suffered landing gear damage.

However, it is also possible that the cracking may also be related to fatigue due to flexing of the A- pillar at this point. Therefore inspection on high-hours aircraft is recommended, as well as those which have suffered damage which could have applied excessive loads to the A- pillar.



Figure 1: A- pillar attachment to upper surface of main fuselage tube. Lower attachment bolt visible beneath main fuselage tube at aft end of bracket attached to nose leg.



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(C42A up to Serial No.: 1604-7449

C42B up to Serial No.: 1503-7383

C42E up to Serial No.: 1804-7529)

Date published: July 2019



Figure 2: Failed A- pillar removed from outer sleeve part on right of picture. Circled holes show location of the rivet which was holding the parts together.

Applicability:

C42A & B model aircraft with the A- pillar passing through the main fuselage tube. Late C42B model aircraft have the A- pillar terminating above the main fuselage tube and are not affected by this service bulletin.

Deadline:

See required measures and LTA no.: LSG 19-002 (DAeC)

Impact on Airworthiness:

When such cracks spread, the structural function of the A- pillar endangered.

Classification:

Service Bulletin, MANDATORY. The necessary measures must be implemented as described to maintain the airworthiness of the light aircraft.

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SB-42-022-2019 Rev. 1 Inspection of A-pillar at C42 A/B/E-Series with A-pillar passing through fuselage tube (C42A up to Serial No.: 1604-7449 C42B up to Serial No.: 1503-7383 C42E up to Serial No.: 1804-7529)

Date published: July 2019

Weight and Balance:

No effects

Electrical exposures:

No effects

Manual Supplement:

None

Required actions:

(a) Inspection

(1) For aircraft which have previously suffered damage which may affect the A- pillar, such as nose gear damage or any severe crash damage where excessive loads may have been applied to the A- pillar such as a wing-tip strike:

Immediately!

We recommend visually inspecting the inner surface of the A- pillar in the area where the bolt penetrates the connection to the top of the fuselage tube. The visual inspection must be carried out with an endoscope which can be inserted at the lower end (hole in hull boat behind nose wheel carrier) of the A- pillar. If the cable length of the camera is long enough (more than 1m), the roof can be removed and the endangering spot can be inspected from above. This check has been included in the IKARUS C42 Series Maintenance Manual (Edition VIII) and should be repeated every 300 operating hours after the initial check.

(2) For aircraft with no history of damage as described above in (1) and with more than 2000 airframe hours:

Within the next 10 (ten) operating hours, proceed as described above in (1).

(3) For aircraft with no history of damage as described above in (1) and less than 2000 airframe hours:

Next check at 2000 operating hours. After reaching the 2000 operating hours, proceed as described in (2).

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(C42A up to Serial No.: 1604-7449

C42B up to Serial No.: 1503-7383

C42E up to Serial No.: 1804-7529)

Date published: July 2019

Notes:

- (a) If the A- pillar has previously been replaced, the period of operation or the reference to a previous defect shall apply from the date of replacement.
- (b) The person performing the inspection should be familiar with an endoscope for visual crack detection.
- (c) For aircraft with a parachute, the front lifeline above the A- pillar may need to be released prior to inspection.

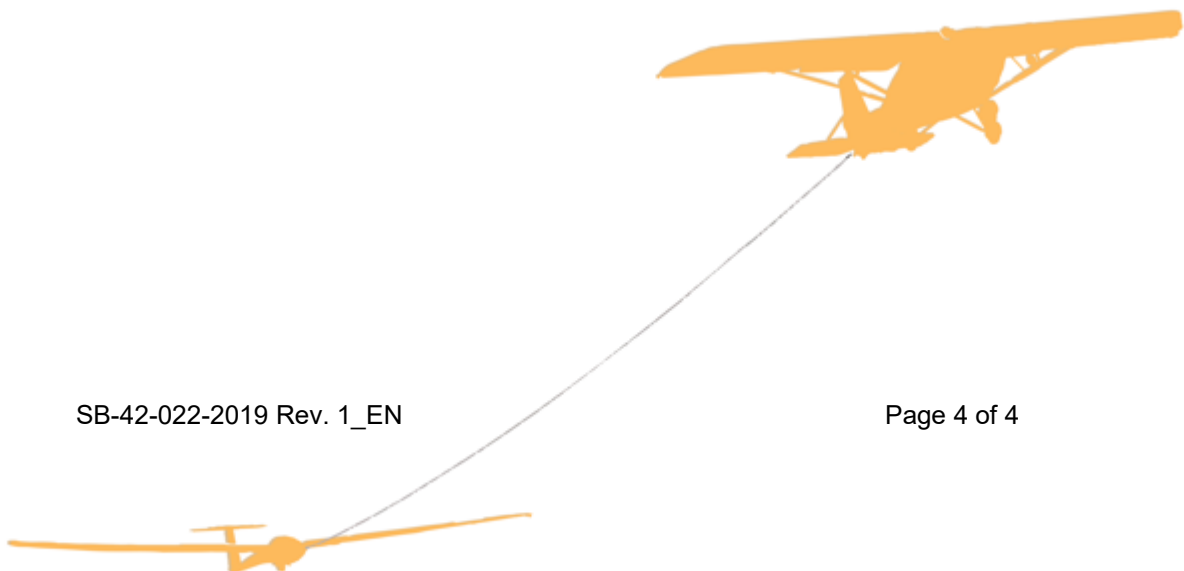
When the inspection is finished, reconnect the rescue line!

If you have any questions or problems with this measure, please contact one of our authorized dealers, ISCs or ITBs.

(b) Documentation

Documentation of the special inspection in the operating records (log book).

If cracks are found during the inspection, the aircraft **must not be flown**. The A-pillar must be replaced before it is put back into operation.



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DEUTSCHER AERO CLUB e.V.
Luftsportgeräte-Büro

Lufttüchtigkeitsanweisung
LTA-Nr.: LSG 19-002 – Rev.1
Datum der Bekanntgabe: 30.07.2019

- Luftsportgeräte-Muster:** Ikarus C 42 A, Ikarus C 42 B und Ikarus C 42 E
- Gerätekenntblatt-Nr.:** 61141, 61141.1, 61141.2, 61141.3, 61141.4, 61141.6, 61141.11,
- Betroffenes Luftsportgerät:** Alle IKARUS C42 A/B/E mit A-Säule durch das Rumpfrohr
(C 42 A bis Werk-Nr. 1604-7449
C 42 B bis Werk-Nr. 1503-7383
C 42 E bis Werk-Nr. 1804-7529)
- Musterbetreuer:** Comco Ikarus GmbH
- Mitgültige Unterlagen:** Comco Service Bulletin SB-42-022-2019 Rev. 1 (A-Säule)
- Anlass:** Bei einem Ultraleichtflugzeug des Modells mit starker Beschädigung am Rumpfrohr wurde festgestellt, dass die A-Säule in ihrem gesamten Umfang einen Riss erlitt. Dieser wurde durch die äußere Manschette verborgen und nur durch die Fixierniete gehalten. Mögliche Überlastung oder Ermüdung können für den Schaden ursächlich sein. Der Musterbetreuer/ Hersteller hat ein Service Bulletin heraus gegeben, welches zum Zwecke der Flugsicherheit umgesetzt werden muss. Sollten Risse festgestellt werden, darf das UL nicht in Betrieb genommen werden.
- Maßnahmen:**
- 1) Kontrolle gemäß Service Bulletin SB-42-022-2019 Rev. 1 des Herstellers
 - 2) Bei Feststellung von Rissen Austausch betroffener Teile
 - 3) Eintrag in den Betriebsaufzeichnungen und Rücksendung der Anlage 1 zur LTA-19-002 an das Luftsportgeräte-Büro
 - 4) Bestätigung im Nachprüfschein (kann mit der nächsten Jahresnachprüfung kombiniert werden)
 - 5) Fortlaufende Kontrolle gemäß Wartungshandbuch C42 Ausgabe VIII, Ausgabe Juli-2019
- Hinweis** Für bereits durchgeführte Erstkontrollen und Rücksendung der Bescheinigungen erübrigt sich die nochmalige Erst-Durchführung der Maßnahmen 1) und 3)

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Fristen:

Maßnahme 1):

1. Sofort, bei UL mit Vorschäden (Beschreibung siehe Service Bulletin SB-42-022-2019 Rev.1)
2. Bei UL mit mehr als 2000 Betriebsstunden innerhalb der nächsten 10 Betriebsstunden, spätestens jedoch bis zum 31.12.2019
3. Bei UL mit weniger als 2000 Betriebsstunden und ohne Vorschäden (zu 1.), bei Erreichen der 2000 Betriebsstunden

Maßnahme 2): Vor dem nächsten Flug

Maßnahme 3): Nach Durchführung der Maßnahme 1)

Maßnahme 4): Beim nächsten Nachprüftermin

Maßnahme 5): Alle 300 Betriebsstunden

Durchführung und Bescheinigung:

Maßnahme 1): COMCO-Vertragspartner* oder sachkundige Person/ Halter

Maßnahme 2): COMCO-Vertragspartner* oder sachkundige Person/ Halter

Maßnahme 3): Halter

Maßnahme 4): Prüfer Klasse 5

Maßnahme 5): COMCO-Vertragspartner* oder sachkundige Person/ Halter

* Comco Ikarus Vertragshändler / Comco Ikarus Service Center / Comco Ikarus Technische Basis

Rechtsbehelfsbelehrung:

Gegen diese Verfügung kann innerhalb eines Monats nach Bekanntgabe Widerspruch eingelegt werden. Der Widerspruch ist schriftlich oder zur Niederschrift beim Deutschen Aero Club e.V., Luftsportgerätebüro, Hermann-Blenk-Str.28, 38108 Braunschweig einzulegen.

LTA's des DAeC-Luftsportgeräte-Büros werden auch im Internet unter www.daec.de publiziert.

