


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2013-0258	
	Date: 25 October 2013	
<p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>		
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Design Approval Holder's Name:	Type/Model designation(s):	
Société Nouvelle CENTRAIR	101 (Pégase) sailplanes	
TCDS Number:	DGAC France No 171	
Foreign AD:	Not Applicable	
Supersedure:	This AD supersedes DGAC France AD 85-21-(A) dated 27 February 1985.	
ATA 53	Fuselage – Fuselage Frames and Ribs – Inspection / Repair	
Manufacturer(s):	Société Nouvelle CENTRAIR	
Applicability:	Centrair 101 sailplanes, all models, all serial numbers	
Reason:	<p>Occurrences of structural damage were reported on several Centrair 101 sailplane fuselage. The results of the subsequent investigations identified that these findings were accidental damage related and not identified in time during routine maintenance, due to inadequate maintenance instructions.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the sailplane.</p> <p>To address this potential unsafe condition, Société Nouvelle (SN) Centrair issued Service Bulletin (SB) 101-06 to provide instructions for structural inspections and Direction Générale de l'Aviation Civile (DGAC) of France issued AD 85-21-(A) to mandate the fuselage inspections described in that SB.</p> <p>Since that AD was issued, SN Centrair issued SB 101-06 at revision (rev.) 1 to provide improved instructions to identify accidental structural damages.</p> <p>For the reasons described above, this AD retains the requirements of DGAC France AD 85-21-(A), which is superseded, but requires accomplishment of those fuselage structural inspections in accordance with improved instructions.</p>	
Effective Date:	08 November 2013	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 25 days after 06 March 1985 [the effective date of DGAC France AD 85-21-(A)], and thereafter, before next flight after each event as detailed in Table 1 of this AD, inspect all stickings, fuselage frames and ribs in accordance with instructions of SN Centrair SB 101-06 at rev. 1.</p> <p style="text-align: center;">Table 1 – Inspection Events</p> <table border="1" data-bbox="651 405 1297 640"> <tr> <td>Landing with retracted gear</td> </tr> <tr> <td>Landing gear retraction during landing run</td> </tr> <tr> <td>Ground looping during take-off or landing</td> </tr> <tr> <td>Hard landing</td> </tr> <tr> <td>Damage of internal structure of the fuselage</td> </tr> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, structural damage is detected, before next flight, contact SN Centrair for approved repair instructions, and within the compliance time provided in those repair instructions, repair the sailplane. If no compliance time is provided, accomplish the repair before next flight.</p> <p>(3) Accomplishment of a repair, as required by paragraph (2) of this AD, does not constitute terminating action for the inspections required by paragraph (1) of this AD.</p> <p>(4) Inspections and corrective action(s), accomplished before the effective date of this AD in accordance with the instructions of SN Centrair SB 101-06 at initial issue, are acceptable to comply with the requirements of paragraph (1) of this AD.</p>	Landing with retracted gear	Landing gear retraction during landing run	Ground looping during take-off or landing	Hard landing	Damage of internal structure of the fuselage
Landing with retracted gear						
Landing gear retraction during landing run						
Ground looping during take-off or landing						
Hard landing						
Damage of internal structure of the fuselage						
<p>Ref. Publications:</p>	<p>SN Centrair SB 101-06 rev 1 dated 5 August 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>					
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 11 September 2013 as PAD 13-139 for consultation until 09 October 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Société Nouvelle CENTRAIR Aérodrome B.P. 44 F – 36300 Le Blanc, France Tel: +33(0)254370796, Fax: +33(0)254374864 Email: contact@sncentrair.com. 					