



FAA
Aviation Safety

EMERGENCY

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/

DATE: December 17, 2010

AD #: 2010-26-54

Emergency airworthiness directive (AD) 2010-26-54 supersedes AD 2010-26-53, which currently applies to owners/operators of Cessna Aircraft Company (Cessna) (Type Certificate A00003SE previously held by Columbia Aircraft Manufacturing (previously The Lancair Company)) Models LC41-550FG and LC42-550FG airplanes that received the emergency AD by letter issued December 10, 2010.

Background

Emergency AD 2010-26-53 was prompted by a Cessna Model LC41-550FG that suffered a significant structural failure in the wing during a production acceptance flight test. The wing skin disbonded from the upper forward wing spar. The length of the disbond was approximately 7 feet. This condition, if not corrected, could result in catastrophic failure of the wing due to disbonding of the wing skin from the wing spar. Since issuing AD 2010-26-53, we determined the need to increase the serial numbers in the Applicability section and to correct a serial number in the Applicability section. We are evaluating this situation and may take additional AD action as necessary.

Relevant Service Information

Not Applicable.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires you to obtain written approval to operate the airplane from the Manager, Wichita Aircraft Certification Office (ACO). This written approval must clearly state that operation is approved per Emergency AD 2010-26-54.

Interim Action

We consider this AD interim action.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA

with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2010-26-54 Cessna Aircraft Company (Type Certificate A00003SE previously held by Columbia Aircraft Manufacturing (previously The Lancair Company)): Directorate Identifier 2010-CE-067-AD.

Effective Date

(a) This Emergency AD is effective upon receipt.

Affected ADs

(b) This AD supersedes emergency AD 2010-26-53, which was sent by individual letter issued December 10, 2010, to owners/operators of Cessna Aircraft Company (Cessna) (Type Certificate A00003SE previously held by Columbia Aircraft Manufacturing (previously The Lancair Company)) Models LC41-550FG and LC42-550FG airplanes.

Applicability

(c) This AD applies to the following Cessna Aircraft Company (Cessna) (Type Certificate A00003SE previously held by Columbia Aircraft Manufacturing (previously The Lancair Company)) airplanes certified in any category, as identified in table 1 of this AD:

Table 1 – Applicability

Model	Serial Numbers
LC41-550FG	41028, 41705, 411114, 411160, 411161, 411162, 411163, 411164, 411165, 411167, 411170, and 411171
LC42-550FG	42517

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings.

Unsafe Condition

(e) This AD was prompted by a Cessna Model LC41-550FG airplane that suffered a significant structural failure in the wing during a production acceptance flight test. The wing skin disbonded from the upper forward wing spar. The length of the disbond was approximately 7 feet. This condition, if not corrected, could result in catastrophic failure of the wing due to disbonding of the wing skin from the wing spar.

We are issuing this AD to prevent catastrophic failure of the wing due to disbonding of the wing skin from the wing spar.

Compliance

(f) Comply with this AD within the compliance times specified, unless already done.

Operation Restriction

(g) Upon receipt of this emergency AD, do not operate the airplane without written approval from the Manager, Wichita Aircraft Certification Office (ACO). This written approval must clearly state that operation is approved per Emergency AD 2010-26-54.

Special Flight Permit

(h) A special flight permit requires written approval from the Manager, Wichita ACO. This written approval must clearly state that operation is approved per Emergency AD 2010-26-54.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Wichita ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your Principal Maintenance Inspector or Principal Avionics Inspector, as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

Related Information

(j) (1) For further information about this AD, contact: Gary Park, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4123; fax: (316) 946-4107; e-mail: gary.park@faa.gov.

Issued in Kansas City, Missouri, on December 17, 2010.

Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.