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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2001-CE-37-AD; Amendment 39-13097; AD 2003-07-01]

RIN 2120-AA64

#### Airworthiness Directives; Quality Aerospace, Inc. S2R Series and Model 600 S2D Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes Airworthiness Directive (AD) 2000-11-16, which currently applies to certain Quality Aerospace, Inc. (Quality Aerospace) (formerly Ayres Corporation) S2R series and Model 600 S2D airplanes. AD 2000-11-16 requires you to repetitively inspect the 1/4-inch and 5/16-inch bolt hole areas on the lower spar caps for fatigue cracking; replace or repair any lower spar cap where fatigue cracking is found; and report any fatigue cracking found. AD 2000-11-16 resulted from an accident of an Ayres S2R series airplane where the wing separated from the airplane in flight. Since AD 2000-11-16, additional airplanes have been identified that were manufactured with a similar design to those affected by the AD and a third repair option has been developed. This AD retains the repetitive inspections and replacement (if necessary) requirements of the lower spar caps that are currently required in AD 2000-11-16, adds additional airplanes to the Applicability of the AD, and adds a third repair option. The actions specified by this AD are intended to detect and correct fatigue cracking of the lower spar caps, which could result in the wing separating from the airplane

with consequent loss of control of the airplane.

**DATES:** This AD becomes effective on May 20, 2003.

The Director of the Federal Register previously approved the incorporation by reference of Ayres Service Bulletin No. SB-AG-39, dated September 17, 1996; Ayres Custom Kit No. CK-AG-29, dated December 23, 1997, as of July 25, 2000 (65 FR 36055, June 7, 2000).

The Director of the Federal Register approved the incorporation by reference of Quality Aerospace, Inc. Custom Kit No. CK-AG-30, dated December 6, 2001, as of May 20, 2003.

**ADDRESSES:** You may get the service information referenced in this AD from Quality Aerospace, Inc., P.O. Box 3050, Albany, Georgia 31706-3050; telephone: (229) 883-1440; facsimile: (229) 883-9790. You may view this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001-CE-37-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Cindy Lorenzen, Aerospace Engineer, FAA, Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6078; facsimile: (770) 703-6097.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

##### *What Events Have Caused This AD?*

An accident on an Ayres S2R series airplane where the wing separated from the airplane in flight caused us to issue AD 2000-11-16, Amendment 39-11764 (65 FR 36055, June 7, 2000). This AD requires the following on certain Quality Aerospace S2R series and Model 600 S2D airplanes:

- Repetitively inspect the 1/4-inch and 5/16-inch bolt hole areas on the lower spar caps for fatigue cracking;
- Replacing or repairing any lower spar cap where fatigue cracking is found; and
- Reporting any fatigue cracking to FAA.

AD 2000-11-16 superseded AD 97-17-03, Amendment 39-10195 (62 FR 43296, August 18, 1997), which required accomplishing the following:

- Inspecting the 1/4-inch and 5/16-inch bolt hole areas on the lower spar caps for fatigue cracking;
- Replacing any lower spar cap where fatigue cracking is found; and
- Reporting any fatigue cracking to FAA.

AD 2000-11-16 made the inspections required in AD 97-17-03 repetitive, added additional airplanes to the Applicability of the AD, changed the initial compliance time for all airplanes, and arranged the affected airplanes into six groups based on usage and configuration.

AD 97-17-03 superseded AD 97-13-11, Amendment 39-10071 (62 FR 36978, July 10, 1997), which required accomplishing the following:

- Inspecting the 1/4-inch and 5/16-inch bolt hole areas on the lower spar caps for fatigue cracking;
- Replacing any lower spar cap where fatigue cracking is found; and
- Reporting any fatigue cracking to FAA.

AD 97-13-11 incorrectly referenced the Ayres Model S2R-R1340 airplanes as Model S2R-1340R. AD 97-17-03 corrected the model designation and retained the actions of AD 97-13-11.

##### *What Has Happened Since AD 2000-11-16 To Initiate This Action?*

Since AD 2000-11-16, FAA has identified additional airplanes with the same type design that should be added to the Applicability of the AD. The manufacturer has issued update service information that gives the owners/operators of the affected airplanes an additional repair option. We have also identified several minor typographical errors in AD 2000-11-16.

##### *What Is the Potential Impact if FAA Took No Action?*

This condition, if not corrected, could result in the wing separating from the airplane with consequent loss of control of the airplane.

##### *Has FAA Taken Any Action to This Point?*

We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Quality Aerospace (formerly Ayres Corporation) S2R series and Model 600 S2D airplanes. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on