

LAA/AWA/14/02  
3<sup>rd</sup> February 2014

## All Vans RV-6/6A, 7/7A, 8/8A Aircraft Operating under an LAA Permit to Fly

### Inspection for Cracks in Tailplane.

LAA Engineering has recently received notification that Vans Aircraft have published a Service Bulletin (SB 14-01-31) requiring 'before next flight' inspections of the horizontal stabilizer (Tailplane) for cracking in the tailplane's front spar.

Cracks have been found in the forward spar of the tailplane emanating from the stress relief notch at the inboard end of the spar flanges.

At the time of publishing this ALERT no further information has been made available to the LAA regarding the aetiology of this structure failure.

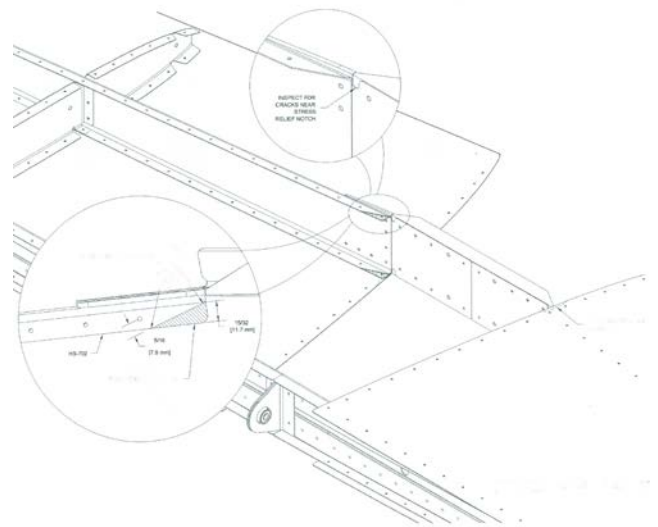


Fig 1. Sketch showing general inspection area.

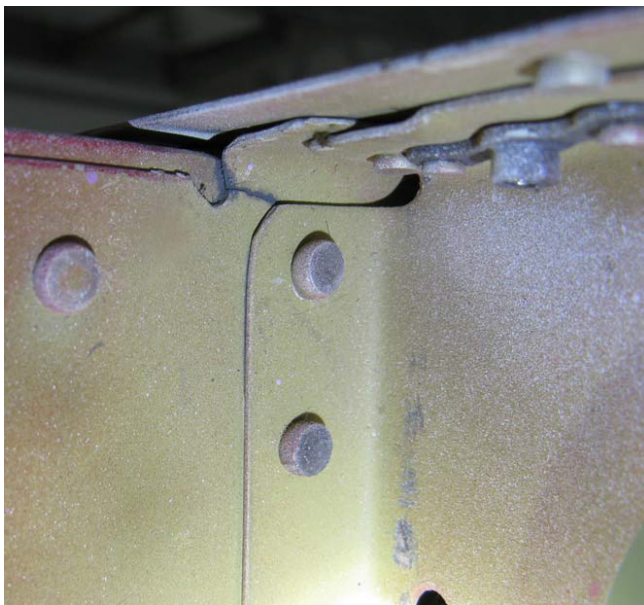


Fig 2. Picture of crack in Forward Spar.

This SB achieves two primary objectives; the first being an inspection of the tailplane structure. At the time of writing, LAA Highly Recommends that this inspection is carried out before next flight and, if a crack is found, the aircraft not flown and LAA Engineering is informed as soon as practically possible.

The second aim is to provide strengthening to this area; this is done by adding a number of doubler plates to the spar/rib attachment. This design change is currently under investigation and should not be installed until it has been authorised by LAA Engineering.

Vans Service Bulletin 14-01-31 can be found [HERE](#).