

LAA/AWA/19/17
12th June 2019

STEPHENS ACRO, LASER Z200/Z230, EXTRA EA 230 and EDGE 360 AIRCRAFT

INSPECTION OF FORWARD FUSELAGE LONGERONS

A recent report from a Norwegian Extra EA 230 owner gives an account of serious cracks found in the two forward upper longerons in the area between the fuel tank and the front cross member.

Worryingly, one crack extended almost completely around the full circumference of one longeron. Should this longeron give way whilst in flight, separation of the engine from the fuselage structure would be a very real possibility.

LAA Engineering has just issued two Airworthiness Information Leaflets (AIL) requiring owners of all Stephens Acro based fuselage designs to visually inspect both the top and bottom forward longerons (within five flying hours) to ensure that they remain in an airworthy condition.

AIL LAA/MOD/123/001 Issue 1 (Affecting Stephens Acro, Laser and Extra types) can be downloaded [HERE](#).

AIL LAA/MOD/898/001 Issue 1 (Affecting the Edge 360 Airframe) can be downloaded [HERE](#).

