

To: All UK owners of Europa and Europa XS aircraft

From: Francis Donaldson

Re: EUROPA TAILPLANE RETENTION

Dated 13.7.07

Following further investigation into the accident with Europa G-HOFC, Europa Aircraft (2004) have issued a mandatory modification (mod 73) which provides improved tailplane security.

Incorporation of Europa mod 73 is mandatory within 10 flying hours of issue of this bulletin. For those Europas which are presently grounded due to the tailplane pip-pin recesses not complying with the criteria in PFA 247/FSB-006 issue 2, mod 73 must be carried out before next flight. Installing Europa mod 73 removes the requirement for the existing pip-pin recesses to comply with the dimensional criteria specified in PFA 247/FSB-006.

PFA 247/FSB-006 has been raised to issue 3 to reflect the latest requirement, and is legally mandated by the CAA's MPD 2007-005.

I enclose a copy of Europa mod 73, PFA 247/FSB-006 issue 3 and, in case you have not already received them direct from the CAA, MPD 2007-005 and MPD 2007-006.

I must stress the point made in Europa mod 73 that this modification involves the construction of important components in composite material and that those owners who are not skilled in this area must seek skilled and qualified help, to ensure an airworthy result. It is also essential that a PFA inspector approved by the PFA for the supervision of the construction of composite aircraft is used to oversee the work.

For the time being PFA 247/FSB-007 issue 1 (integrity of wing attachments) remains applicable to all Europa Classics. A Europa mandatory mod will shortly be introduced which will fit an improved design of rear wing pin to the Classic, following which PFA will raise the issue of PFA 247/FSB-007 to clarify the mandatory requirement for the Europa modification.

The original text of this memo dated 12th July implied that PFA 247/FSB-007 calls for recurring inspections. This is not the case, the inspection of the wing pin fitting is a one-off inspection. Our apologies for any confusion on this, and thanks to Mike Gregory for pointing it out.

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