

**AIRWORTHINESS DIRECTIVE**

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive*

Translation of 'Consigne de Navigabilité'

ref.: 92-240(A)R1  
In case of any difficulty, reference should be made to the French original issue.

**MUDRY****CAP10B Airplanes**

Main wing spar

This Airworthiness Directive concerns CAP10B airplanes all S/N.

In order to avoid a possible failure in flight which result of structural damage on the wing spar, following measures are made mandatory from the effective date of this Airworthiness Directive :

A- For all airplane which might have structural damage on the wing spar caused by :

- an overrun of the coefficient load limits (+ 6 G, - 4.5 G)
- an overrun of the recommended speed limit during snap roll manoeuvres (180 Km/h)
- hard landings or accidental ground loops

Before the next acrobatic flight, the inspections as prescribes in CAP10B Service Bulletin N° 15 (SB CAP10B-57-003) must be carried.

B- For other airplanes, during the next 1000 hours inspection, and thereafter each 1000 hours inspection, the inspections as prescribes in CAP10B Service Bulletin N° 15 (SB CAP10B-57-003) must be carried.

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d/JB

October 22, 1997

**MUDRY**  
**CAP10B Airplanes**

92-240(A)R1

If during inspections :

- a) no cracks are discovered return airplane to service and repeat inspection each 1000 hours inspection.
- b) one or more cracks are discovered, before the next flight, contact the Manufacturer in order to decide the best method for repair.

Record the application of this Airworthiness Directive on the aircraft log book.

Ref : SB CAP10B N° 15 (CAP10B-57-003 Rev. 1 dated April 3, 1996)

This Airworthiness Directive replaces the Original AD 92-240(A) dated November 10, 1992.

**EFFECTIVE DATE : NOVEMBER 20, 1992**

**(Same as Original AD)**