



## Airworthiness Directive

AD No.: 2016-0214

Issued: 27 October 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

SLINGSBY ADVANCED COMPOSITES Ltd

### Type/Model designation(s):

T67 aeroplanes

Effective Date: 10 November 2016

TCDS Number(s): EASA.A.390

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2015-0065-E dated 24 April 2015.

## ATA 27 – Flight Controls – Brake Master Cylinder Pivot Pins – Inspection / Replacement

### Manufacturer(s):

Slingsby Advanced Composites Ltd (trading as Marshall Aerospace and Defence Group), formerly Slingsby Aviation Ltd

### Applicability:

T67B, T67C, T67M, T67M-MkII, T67M200 and T67M260 aeroplanes, all serial numbers.

### Reason:

An occurrence was reported where pivot pin Part Number (P/N) T67M-45-539, of rudder pedal assembly #4, installed on the right hand (RH) side of the aeroplane (RH seat, RH pedal) failed during taxi. This caused the rudder pedal mechanism to detach from the brake master cylinder.

This condition, if not detected and corrected, could cause the rudder linkages to rotate out of their normal orientation, possibly resulting in jammed rudder controls and consequent loss of control of the aeroplane.



To address this potential unsafe condition, Slingsby Advanced Composites Ltd, trading as Marshall Aerospace and Defence Group (hereafter called "Marshall" in this AD) issued Service Bulletin (SB) SBM 200 to provide inspection instructions.

Consequently, EASA issued Emergency AD 2015-0065-E to require repetitive inspections of the brake master cylinder pivot pins of rudder pedal assemblies #1 and #4 and, depending on findings, replacement of the affected pivot pin(s).

Since that AD was issued, Marshall published SBM 200 Revision 2 to revise the inspection instructions and to introduce a new initial inspection period after replacement of brake master cylinder pivot pins on an aeroplane.

For the reason described above, this AD retains the requirements of EASA AD 2015-0065-E, which is superseded, but requires the use of the revised inspection instructions. This AD also allows deferring the next due inspection after replacement of pins.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

- (1) Within 300 flight hours (FH) after the effective date of this AD, or within 300 FH after the last inspection in accordance with the instructions of Marshall SBM 200 at original issue or Revision 1, whichever occurs first, and, thereafter, at intervals not to exceed 300 FH, or during each annual inspection, whichever occurs first, inspect the brake master cylinder pivot pins P/N T67M-45-539, installed on rudder pedal assemblies #1 and #4, in accordance with the instructions of Marshall SBM 200 Revision 2.
- (2) If, during any inspection as required by paragraph (1) of this AD, any crack or distortion to a brake master cylinder pivot pin is discovered, or a pivot pin fails the dimensional check, before next flight, replace the affected pivot pin with a serviceable part in accordance with the instructions of Marshall SBM 200.
- (3) Replacement of a pivot pin on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane. After concurrently replacing both brake master cylinder pivot pins on an aeroplane, the next inspection for that aeroplane, as required by paragraph (1) of this AD, can be deferred until 1 000 FH after installation of those pins.

**Ref. Publications:**

Marshall Aerospace and Defence Group SBM 200 Revision 2 dated December 2015.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. This AD was posted on 06 September 2016 as PAD 16-128 for consultation until 04 October 2016. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: Technical Support Group, Marshall Aerospace and Defence Group, The Airport, Newmarket Road, Cambridge, CB5 8RX, United Kingdom, Telephone +44 (0) 1223 399856, Email: [SS.TSG@marshalladg.com](mailto:SS.TSG@marshalladg.com).

