



**United Kingdom  
Civil Aviation Authority**

**AIRWORTHINESS  
DIRECTIVE**

**AD No: G-2005-0004**

Issue Date: 18 January 2005

This AD is issued by the UK CAA acting for and on behalf of the European Aviation Safety Agency as the Primary Aviation Authority (ICAO Annex 8 Authority of State of Design) for the affected product(s).

Approved by the European Aviation Safety Agency under approval number 2005-564 on 14 January 2005.

In accordance with Article 9(7)(b) of the Air Navigation Order 2000 as amended the following action required by this Airworthiness Directive (AD) is mandatory for applicable aircraft registered in the United Kingdom.

No person may operate an aircraft to which an AD applies except in accordance with the requirements of that AD unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holders Name:

Type/Model Designation(s):

**SLINGSBY AVIATION LTD**

**T67**

Type Certificate Data Sheet No: BA17

Superseded/ Revised ADs: : 001-12-2002

### **ATA 51- STRUCTURES - INSPECTION OF TAILPLANE BRACKETS**

**Manufacturer(s):** Slingsby Aviation Limited

**Applicability:** Model T67 all Series aeroplanes.

**Reason:** Several cases of cracked tailplane attachment brackets have been reported. Failure to detect and replace cracked brackets could lead to separation of the horizontal stabiliser and subsequent loss of control of the aircraft. This AD supersedes 001-12-2002 and now requires continued repetitive inspection of all T67 aeroplanes, this AD also mandates specific access requirements considered necessary to perform the required inspections.

**Effective Date:** 30 January 2005

**Compliance/Action:** Required from the effective date of this AD.

- A) For aircraft not inspected in accordance with Slingsby Aviation Ltd Service Bulletin 179 issue 1 or 2, prior to further flight gain access and inspect the tailplane support brackets in accordance with Slingsby Aviation Service Bulletin 179 issue 3 or later EASA approved revision.
- B) For aircraft previously inspected in accordance with issue 1 or 2 of Slingsby Aviation Ltd Service Bulletin 179, within 150 hours time-in-service or at the next Annual inspection, whichever occurs first, gain access and inspect the tailplane support brackets in accordance with in Slingsby Aviation Bulletin 179 issue 3 or later EASA approved revision.
- C) Thereafter, inspect the tailplane support brackets in accordance with Slingsby Aviation Bulletin 179 issue 3 or later EASA approved revision at intervals not exceeding 150 hours time-in-service.

Cracked tailplane support brackets must be replaced in accordance with Slingsby Aviation Ltd Service Bulletin 179 before further flight.

Note: Revision 3 of Slingsby Aviation Service Bulletin 179 introduces repetitive inspection of tailplane support brackets for aircraft where the brackets have previously been replaced in accordance with earlier revisions of SB 179.

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**Reference Publications:** Slingsby Aviation Service Bulletin 179 Issue 3 may be obtained from Slingsby Aviation Limited, Kirkbymoorside, York YO62 6EZ, United Kingdom.

**Remarks:** Enquiries regarding this Airworthiness Directive should be directed to Civil Aviation Authority, Safety Regulation Group, Certification and Approvals Department, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom Phone: +44(0) 1293 573306 Fax: +44(0) 1293 573976 E-mail: [alistair.maxwell@srg.caa.co.uk](mailto:alistair.maxwell@srg.caa.co.uk).

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