


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No : 2007- 0014</b></p> <p><b>Date: 12 January 2007</b></p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
<b>Type Approval Holder's Name :</b> APEX AIRCRAFT		<b>Type/Model designation(s):</b> CAP 10B
TC/TCDS Number: DGAC France N° 55 / 125		
Foreign AD : Not applicable		
Supersedure: Not applicable		
<b>ATA 27      Flight Controls – Routing of the Push To Talk Wiring – Inspection / Modification</b>		
<b>Manufacturers:</b>	Avions MUDRY et Cie, CAP INDUSTRIES, Constructions Aéronautiques de Bourgogne, APEX INDUSTRIES.	
<b>Applicability:</b>	All CAP10B aircraft that have been fitted with major change 000302 (wood/carbon-made wing) with serial numbers 001 to 282 inclusive.	
<b>Reason:</b>	<p>A CAP10B aircraft experienced a reduced elevator deflection by about 13° due to an incorrect routing of the Push To Talk (PTT) wire bundle and improperly secured connectors which impeded the complete and free movement of the control stick.</p> <p>Actions specified in this AD are intended to inspect, detect and correct any discrepancy on the PTT electrical circuit connectors and wires that could lead to a reduction of the control stick movements.</p>	
<b>Effective Date:</b>	26 January 2007	
<b>Compliance:</b>	<p>The following measures are rendered mandatory from the effective date of this AD.</p> <p>1. At the next scheduled maintenance operation and without exceeding 50 Flight Hours (plus a tolerance of 2 Flight Hours if needed) after the effective date of this AD inspect the wire routing, the proper location and attachment of the connectors as detailed in the accomplishment instructions paragraph of the APEX AIRCRAFT Service Bulletin n° 050605</p>	

	<p>2. If any discrepancy or defect is found, before further flight, proceed to the complete modification of the wire bundle and connectors routing as detailed in the accomplishment instructions paragraph of the APEX AIRCRAFT Service Bulletin n° 050605</p>
Ref. Publications:	<p>APEX AIRCRAFT Service Bulletin n° 050605 original issue or later approved revisions.</p>
Remarks:	<p>1.If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</p> <p>2. This AD was posted as PAD 06-241 on 31 October 2006 for consultation until 20 November 2006. No comments were received during the consultation period.</p> <p>3.Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></p> <p>4.For any questions concerning the technical content of the requirements in this AD, please contact:</p> <p>APEX AIRCRAFT  1 route de Troyes - 21121 DAROIS – France  Phone : + 33 380 352 500 - Fax : + 33 380 356 515  E-mail: <a href="mailto:airworthiness@apex-aircraft.com">airworthiness@apex-aircraft.com</a></p>