


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2008- 0060R1</b></p> <p><b>Date: 10 February 2009</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<b>Type Approval Holder's Name :</b> APEX AIRCRAFT	<b>Type/Model designation(s) :</b> CAP 10B
TCDS Number : France No. 125	
Foreign AD : Not applicable	
Supersedure : This AD revises EASA AD 2008-0060 dated 01 April 2008	
<b>ATA 27</b>	<b>Flight controls – Tie rod bolts – Inspection / Replacement</b>
Manufacturer(s):	APEX AIRCRAFT
Applicability:	CAP 10B airplanes from serial number (s/n) 300 to s/n 317 inclusive, and CAP 10B airplanes that have embodied APEX change 000302 - fibre carbon wing spars - [trademarked as CAP 10C].
Reason:	<p>An internal review has shown that the flight controls tie rod bolts currently installed on the airplane are not in accordance with the design data.</p> <p>The bolt shank length has been determined to be too short and the material properties of the spacers have been found inadequate according to the prescribed torque value.</p> <p>Therefore, bolts threads could be subject to excessive wear, which might induce play in flight controls and consequently, induce vibrations in the control surfaces which could result in loss of control of the aircraft.</p> <p>To prevent this condition, the original Airworthiness Directive (AD) mandated replacement of the tie rod bolts and spacers by new Part Number (P/N).</p> <p>After investigation of the removed spacers according to EASA AD 2008-0060, no evidence of major damage has been shown.</p> <p>For the reason described above, it has been decided to become more flexible, asking for a repetitive inspection for spacers' condition, every 50 flight hours. Replacement of the tie rod bolts and spacers by new P/N constitutes an optional terminating action.</p>

Effective Date:	15 April 2008
Required Action(s) and Compliance Time(s):	<p>(1) Removal of tie rod bolts Part Number (P/N) 95.56.11.066 and spacers P/N 11.56.27.038 and replacement by tie rod bolts P/N 95.56.11.418 and spacers P/N 11.56.27.138, in accordance with accomplishment instructions of APEX AIRCRAFT Service Bulletin 040206, constitutes a terminating action to the requirements of this AD.</p> <p>(2) After the effective date of this AD, do not install, on any airplane, tie rod bolts P/N 95.56.11.066 and spacers P/N 11.56.27.038</p> <p>(3) Within 50 Flight Hours after the effective date of this AD, unless the tie rod bolts and spacers have already been replaced in accordance with paragraph (1) of AD 2008-0060, inspect for condition tie rod spacers P/N 11.56.27.038 as instructed in Apex CAP 10C Maintenance Manual chapter 27-10-00 page 6-3.</p> <p>Thereafter, repeat inspections at intervals not to exceed 50 flight hours.</p> <p>If any damaged spacer is found, before next flight, remove tie rod bolts Part Number (P/N) 95.56.11.066 and spacers P/N 11.56.27.038 and replace them by tie rod bolts P/N 95.56.11.418 and spacers P/N 11.56.27.138, in accordance with accomplishment instructions of APEX AIRCRAFT Service Bulletin 040206.</p>
Ref. Publications:	<p>- APEX AIRCRAFT Service Bulletin 040206 initial issue</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>- Apex CAP 10C Maintenance Manual, chapter 27-10-00 page 6-3.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The original AD was posted on 04 February 2008 as PAD 08-017 for consultation until 25 February 2008. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:</li> </ol> <p style="text-align: center;"> APEX AIRCRAFT \ Bureau de Navigabilité  1 route de Troyes - 21121 Darois FRANCE  Tel.: + 33 38035 6510 Fax: + 33 38035 6515  E-mail: <a href="mailto:airworthiness@apex-aircraft.com">airworthiness@apex-aircraft.com</a> </p>