


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0013</p> <p>Date: 28 January 2009</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>		
<p>Type Approval Holder's Name :</p> <p>Slingsby Advanced Composites, Ltd.</p>	<p>Type/Model designation(s) :</p> <p>T67 series airplanes</p>	
<p>TCDS Number : EASA.A.390</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This Airworthiness Directive (AD) supersedes CAA UK ADs 013-11-85, 005-05-87, 014-01-93, 004-03-94, 015-03-94, 006-02-96, 007-08-96, 012-01-97 and EASA AD 2007-0132</p>		
ATA 27	Flight Controls - Rudder Pedal and Ground Towing Damage – Inspection / Repair / Modification	
<p>Manufacturer(s):</p>	<p>Slingsby Advanced Composites, Ltd. (formerly known as Slingsby Aviation)</p>	
<p>Applicability:</p>	<p>Model T67B, T67C series, T67M (excluding Works No. 1999), T67M-MkII, T67M200, T67M260 and T67M260-T3A, all serial numbers</p>	
<p>Reason:</p>	<p>A case has been reported of a Rudder Pedal touching the support Bracket of the Mixture/Propeller Speed Cables during spin recovery. Subsequent inspection showed that the floor was damaged, allowing the support bracket of the rudder bar to distort and the bar and its pedal to float to the left, beyond the limit allowed for safe operation.</p> <p>This condition, if not corrected, could result in loss of control of the aircraft during spin manoeuvres. To address this unsafe condition, Slingsby has issued Service Bulletins (SB) 187 and 188, both now at issue 4, to reinforce and clarify the need to carry out previously defined inspections of the rudder pedals and floor.</p> <p>This Airworthiness Directive (AD) retains the inspections required by eight existing CAA United Kingdom ADs (which are hereby superseded), adds additional ones and requires the accomplishment of all inspections and, if necessary, corrective actions, as specified in the 'action' instructions of Slingsby SB 187 and 188, which incorporate all previously referenced inspections.</p> <p>This AD also incorporates substantive changes embracing the mandatory implementation of Mod Bulletin M1030 - applicable only to aircraft covered by SB 187 - that increases clearance with the pedals by replacing the Propeller Speed/Mixture brackets.</p>	

Effective Date:	11 February 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated unless already accomplished:</p> <p>(1) For T67M200 Works No. 2264 & 2265 only, T67M260 and T67M260-T3A:</p> <p>(1.1) Before next flight after the effective date of this AD, unless SB 187 Issue 1 or 2 or 3 has already been accomplished within the last 300 Flight Hours (FH) before the effective date of this AD, do all actions as instructed in paragraphs 1 to 32 of Slingsby Advanced Composites Limited Service Bulletin (SB) 187 Issue 4.</p> <p>Accomplishment of inspections, done in accordance with previous issues of SB 187 before the effective date of this AD, satisfies the inspection requirements of paragraph (1.1) of this AD. However, the change M1030 "introduction of revised propeller speed bracket for increase rudder pedal clearance" must be accomplished as instructed in paragraph 2 of Slingsby SB 187 Issue 4, as applicable.</p> <p>(1.2) Thereafter, at intervals not to exceed 300 FH or 12 Months from the last inspection, whichever occurs first, repeat the inspections as instructed in paragraphs 1 to 32 of Slingsby SB 187 Issue 4.</p> <p>(1.3) Within 300 FH or 12 Months from the effective date of this AD, whichever occurs first, unless previously accomplished, modify the airplane in accordance with Slingsby Modification Bulletin M1030 Issue 1.</p> <p>(2) For T67B, T67C series, T67M (excluding works no. 1999), T67M-MkII and T67M200 (excluding works no. 2264 & 2265):</p> <p>(2.1) Before next flight after the effective date of this AD, unless SB 188 Issue 1 or 2 or 3 has already been accomplished within the last 12 Months before the effective date of this AD, do all actions as instructed in paragraphs 1 to 30 of Slingsby Advanced Composites Limited Service Bulletin (SB) 188 Issue 4.</p> <p>Accomplishment of inspections, done in accordance with previous issues of SB 187 before the effective date of this AD, satisfies the inspection requirements of paragraph (2.1) of this AD.</p> <p>(2.2) Thereafter, at intervals not to exceed 12 Months from the last inspection, repeat the inspections as instructed in paragraphs 1 to 30 of Slingsby SB 188 Issue 4.</p> <p>NOTE: SACL Service Bulletins 187 & 188 both at Issue 4 call for SACL SB 120 [Inspection of rudder bar support brackets] also at Issue 4.</p>
Ref. Publications:	<p>Slingsby Advanced Composites, Ltd. SB 187 Issue 4 and SB 188 Issue 4.</p> <p>Slingsby Advanced Composites, Ltd. SB 120 Issue 4.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, please contact:

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