


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0218</p> <p>Date: 12 October 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 aeroplanes</p>
TCDS Number:	EASA A.390
Foreign AD:	Not applicable
Supersedure:	This Airworthiness Directive supersedes AD 2009-0013 dated 28 January 2009.
ATA 27	Flight Controls - Rudder Pedal Clearances and Floor Reinforcement - Inspection / Modification
Manufacturer(s):	Slingsby Advanced Composites, Ltd. (formerly known as Slingsby Aviation)
Applicability:	Model T67B, T67C series, T67M (excluding Works No. 1999), T67M-MkII, T67M200, T67M260 and T67M260-T3A, all serial numbers
Reason:	<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 issued Service Bulletins (SB) No.187 and 188, to reinforce and clarify the need to carry out previously defined inspections of the rudder pedals and floor.</p> <p>Airworthiness Directive (AD) 2009-0013 that was published in January 2009 retained the inspections required by eight existing CAA United Kingdom ADs (which were hereby superseded), added additional ones and required the accomplishment of all inspections and, if necessary, corrective actions, as specified in the 'action' instructions of Slingsby SB No.187 and 188, both at issue 4, which incorporated all previously referenced inspections.</p> <p>AD 2009-0013 also incorporated substantive changes embracing the mandatory implementation of Mod Bulletin M1030 - applicable only to aircraft covered by Service Bulletin No.187- that increased clearance with the pedals by replacing the Propeller Speed/Mixture brackets.</p>

	<p>This new AD retains all requirements of AD 2009-0013, which is superseded, requires the use of issue 5 of both Slingsby SB No.187 and 188 and mandates Modification Bulletin No. M919 that introduces additional cloth reinforcement under the floor at the position of the LH Rudder pedals bar outboard pivot mountings.</p>
Effective Date:	26 October 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 11 February 2009 (the effective date of AD 2009-0013), unless SB No.187 issue 1 or 2 or 3 has already been accomplished within the last 300 Flight Hours (FH), do all actions as instructed in paragraphs 1 to 32 of Slingsby Advanced Composites Limited (SACL) Service Bulletin (SB) No.187 issue 4.</p> <p>Accomplishment of inspections, done before 11 February 2009 in accordance with previous issues of SB No.187, 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 SACL SB No.187 issue 5, 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 33 of SACL SB No.187 issue 5.</p> <p>(1.3) Within 300 FH or 12 months whichever occurs first after 11 February 2009 (the effective date of AD 2009-0013), modify the aircraft in accordance with SACL Modification Bulletin No.M1030 issue 1.</p> <p>(1.4) Within 12 months after the effective date of this AD, modify the aircraft in accordance with SACL Modification Bulletin No.M919 issue 1.</p> <p>(2) 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 11 February 2009 (the effective date of AD 2009-0013), unless SB No. 188 issues 1 or 2 or 3 have been accomplished within the last 12 months, do all actions as instructed in paragraphs 1 to 30 of SACL SB No.188 Issue 4.</p> <p>Accomplishment of inspections done before 11 February 2009 in accordance with previous issues of SB No.188 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 31 of SACL SB No.188 Issue 5.</p> <p>(2.3) Within 12 months after the effective date of this AD, modify the aircraft in accordance with SACL Modification Bulletin No.M919 issue 1.</p>
Ref. Publications:	<p>Slingsby Advanced Composites, Ltd. Service Bulletin No. 187 issue 4 and issue 5; Slingsby Advanced Composites, Ltd. Service Bulletin No. 188 issue 4 and issue 5; Slingsby Advanced Composites, Ltd. Modification Bulletin No.M1030 issue 1; Slingsby Advanced Composites, Ltd. Modification Bulletin No.M919 issue 1; 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 until 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.

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| | <p>4. For any questions concerning the technical content of the requirements in this AD, please contact: Slingsby Advanced Composites Ltd, Kirkbymoorside, York, YO62 6EZ, United Kingdom Telephone: +44 1751 432474 Fax: +44 1751 433016 E-mail: mike.rutter@slingsby.co.uk</p> |
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