


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0099</p> <p>Date: 26 May 2010</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 AD applies, except in accordance with the requirements of that AD 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>Société Nouvelle CENTRAIR</p>		<p>Type/Model designation(s) :</p> <p>101 "Pégase" sailplanes</p>
<p>TCDS Number : DGAC France No 171</p>		
<p>Foreign AD : Not Applicable</p>		
<p>Supersedure : None</p>		
ATA 27	Flight Controls – Rudder Bar Locking Adjustment Tube – Inspection/Replacement	
<p>Manufacturer(s): Société Nouvelle CENTRAIR</p>		
<p>Applicability: CENTRAIR 101 gliders, all models, all serial numbers.</p>		
<p>Reason:</p> <p>Damages to the rudder bar locking adjustment tube of a non-reinforced version have been reported to Société Nouvelle (SN) Centrair. This tube had been reinforced in 1984 with a modification. Gliders produced before the introduction of this modification have not been systematically retrofitted.</p> <p>In case of rudder bar locking adjustment tube breaking in flight when adjusting the rudder pedals position, it might interfere with the rudder pedals which could lead to rudder jam or a restricted rudder movement and consequently, to reduced control of the sailplane.</p> <p>For the reason described above, this AD requires inspecting the rudder bar locking adjustment tube and, if necessary, replacing it.</p>		
<p>Effective Date: 09 June 2010</p>		

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously, in accordance with SN Centrair Service Bulletin SB101-29:</p> <p>(1) Within one month after the effective date of this AD, inspect the rudder bar locking adjustment tube.</p> <p>(2) If the rudder bar locking adjustment tube is not reinforced and not damaged, replace it with a reinforced rudder bar locking adjustment tube P/N \$Y186A at the next scheduled maintenance visit but no later than 12 months after the effective date of this AD.</p> <p>(3) If the rudder bar locking adjustment tube is not reinforced and damaged, before next flight, replace it with a reinforced rudder bar locking adjustment tube P/N \$Y186A .</p>
<p>Ref. Publications:</p>	<p>SN Centrair SB101-29 initial issue dated 30 July 2009.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 07 April 2010 as PAD 10-026 for consultation until 04 May 2010. No comments were received during the consultation period. 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 question concerning the technical content of the requirements in this AD, please contact: Société Nouvelle CENTRAIR Aérodrome B.P. 44 F – 36300 Le Blanc France Tel: +33(0)254370796 Fax: +33(0)254374864 Email: contact@sncentrair.com