EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0240 **Date: 16 December 2011** 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

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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Slingsby Advanced Composites Ltd.	Slingsby T67 aeroplanes

TCDS Number :	A.390
Foreign AD :	Not applicable
Supersedure :	None

ATA 32	**Landing Gear – Main Landing Gear Legs – Inspection / Replacement**
Manufacturer(s):	Marshall-Slingsby Advanced Composites (formerly known as Slingsby Advanced Composites, Ltd. and Slingsby Aviation)
Applicability:	T67A aeroplanes, all serial numbers, if modified in accordance with Slingsby Modification (Mod) M136B, and T67B, T67C, T67M, T67M-MkII and T67M200 aeroplanes, all serial numbers, except those that have been modified in accordance with Slingsby Mod M468.
Reason:	During a maintenance inspection on a Slingsby T67 aeroplane, corrosion was found in the upper part of one of the main landing gear (MLG) legs. As a result of the subsequent investigation of the MLG leg strut, it was found that water had accumulated in the leg and, after removal from the aeroplane, a crack was detected behind the aft weld attaching an internal collar. This condition, if not detected and corrected, could lead to failure of a MLG leg during landing, possibly resulting in damage to the aeroplane and injury to the occupants. For the reasons described above, this AD requires repetitive inspections of the MLG legs and, depending on findings, corrective actions.
Effective Date:	23 December 2011

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 30 days or 25 flight hours (FH), whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 12 months or 500 FH, whichever occurs first, visually inspect the external surfaces of each MLG leg, Part Number (P/N) 126-35-225 for the left-hand (LH) position and P/N 126-35-226 for the right-hand (RH) position, at the collar weld positions above the wing mounting plate to detect cracks, in accordance with the instructions of Marshall Slingsby Advanced Composites Service Bulletin (SB) 194 (hereafter referred to as the SB). (2) If, during any inspection as required by paragraph (1) of this AD, no crack is found, before next flight, perform a Non-Destructive Test (NDT) inspection of the affected components, in accordance with the instructions of the SB. (3) If, during any inspection as required by paragraph (1) or paragraph (2) of this AD, a crack is found, before next flight, replace the affected MLG leg, LH or RH, with a serviceable part, in accordance with the instructions of the SB. (4) In addition to the inspections required by paragraphs (1) and (2) of this AD, at the next 100 FH or 150 FH inspection (depending on the applied maintenance program) and thereafter at each subsequent 100/150 FH inspection, inspect the top of the MLG leg for water ingress and, in case of findings, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB. (5) Replacement of parts as required by paragraph (3) of this AD, or corrective actions as required by paragraph (4) of this AD, as applicable, do not constitute terminating action for the repetitive inspections required by this AD.
Ref. Publications:	Marshall Slingsby Advanced Composites SB 194 original issue, dated 12 December 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	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 Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact Mr. M. Rutter, Airworthiness Coordinator, Marshall- Slingsby Advanced Composites, Ings Lane, Kirkbymoorside, York, YO62 6EZ, United Kingdom. Telephone: +44 (0)1751 432474 Ext. 127, Fax +44 (0) 1751 433016. Website: www.marshall-slingsby.com.