


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0169</p> <p>Date: 31 August 2012</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>Design Approval Holder's Name: SLINGSBY ADVANCED COMPOSITES, LTD.</p>	<p>Type/Model designation(s): T67 aeroplanes</p>
TCDS Number:	EASA.A.390
Foreign AD:	Not applicable
Supersedure:	This AD supersedes United Kingdom (UK) Civil Aviation Authority (CAA) AD G-2005-0004 dated 18 January 2005, EASA approval 2005-564.
ATA 55	Stabilizers – Horizontal Stabilizer Attachment Brackets – Inspection / Replacement
Manufacturer(s):	Slingsby Engineering Ltd., Slingsby Aviation Limited, Slingsby Advanced Composites, Ltd.
Applicability:	Model T67A, T67B, T67C, T67M, T67M-MkII, T67M200 and T67M260 aeroplanes, all serial numbers.
Reason:	<p>Several cases have been reported of cracked horizontal stabiliser attachment brackets on Slingsby T67 aeroplanes.</p> <p>This condition, if not detected and corrected, could lead to separation of the horizontal stabiliser and consequent loss of control of the aeroplane.</p> <p>Prompted by these reports, Slingsby issued Service Bulletin (SB) 179 to provide instructions for repetitive inspections. The CAA UK, the State of Design authority at the time, issued AD 001-12-2002, which was later superseded by AD G-2005-0004 (EASA approval 2005-564) to require repetitive inspections and, depending on findings, replacement of the affected brackets.</p> <p>Since that AD was issued, Slingsby published SB 179 issue 4, which removed the Model T67M260-T3A from the Applicability (all aeroplanes of this Model are confirmed to have been scrapped) and clarified that replacement of the affected aluminium brackets with titanium brackets (Slingsby Modification M988A or B) constitutes terminating action for the repetitive inspections.</p> <p>For the reasons described above, this AD retains the requirements of CAA UK AD G-2005-0004, which is superseded, removes the Model T67M260-T3A from the Applicability and confirms that installing titanium brackets constitutes terminating action for the repetitive inspection requirements of this AD.</p>
Effective Date:	14 September 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time specified in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 150 flight hours (FH), inspect the aluminium horizontal stabilizer attachment brackets in accordance with the instructions of Slingsby SB 179 at issue 3 (or a later issue).</p> <p style="text-align: center;">Table 1 – Initial inspection</p> <table border="1" data-bbox="568 400 1461 790"> <thead> <tr> <th data-bbox="568 400 948 539">Condition of the aeroplane on 30 January 2005 (the effective date of CAA UK AD G-2005-0004)</th><th data-bbox="948 400 1461 539">Compliance time</th></tr> </thead> <tbody> <tr> <td data-bbox="568 539 948 651">Not inspected in accordance with Slingsby SB 179 issue 1 or issue 2</td><td data-bbox="948 539 1461 651">Before next flight after 30 January 2005 (the effective date of CAA UK AD G-2005-0004)</td></tr> <tr> <td data-bbox="568 651 948 790">Previously inspected in accordance with Slingsby SB 179 issue 1 or issue 2</td><td data-bbox="948 651 1461 790">Within 150 FH or at the next annual inspection, whichever occurs first after 30 January 2005 (the effective date of CAA UK AD G-2005-0004)</td></tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, cracks are detected, before next flight, replace each cracked bracket with a serviceable part, in accordance with the instructions of Slingsby SB 179 at issue 3 (or a later issue).</p> <p>(3) Replacement of brackets as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections requirements of paragraph (1) of this AD.</p> <p>(4) Modification of an aeroplane by replacing all aluminium horizontal stabilizer attachment brackets with titanium brackets (Slingsby Modification M988A or B) constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.</p> <p>(5) After modification of an aeroplane as specified in paragraph (4) of this AD, do not install aluminium horizontal stabilizer attachment brackets on that aeroplane.</p>	Condition of the aeroplane on 30 January 2005 (the effective date of CAA UK AD G-2005-0004)	Compliance time	Not inspected in accordance with Slingsby SB 179 issue 1 or issue 2	Before next flight after 30 January 2005 (the effective date of CAA UK AD G-2005-0004)	Previously inspected in accordance with Slingsby SB 179 issue 1 or issue 2	Within 150 FH or at the next annual inspection, whichever occurs first after 30 January 2005 (the effective date of CAA UK AD G-2005-0004)
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<p>Ref. Publications:</p>	<p>Slingsby Advanced Composites Ltd. SB 179 issue 3 dated 20 January 2005, or Marshall Slingsby Advanced Composites SB 179 issue 4 dated 15 March 2007.</p> <p>The use of later approved revisions of this document 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. Based on the required actions and the compliance time, EASA have decided to issue 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 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. 						