


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No : 05-012</p> <p>Date: 13.10.2005</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name		Type/Model designation(s)
APEX for DR300 and DR400 series		All Robin DR Series.
TCDS EU TC45 for DR300 and DR400, CDN No 34 for DR200/250 series		
Foreign AD: None		
Supersedure: Supersedes CAA AD 028-06-83 Rev 1		
Initial issue		
ATA 55	Structure – Tailplane – Inspection/Modification.	
Manufacturer(s) :	Robin or Avions Pierre Robin, SAN and CEA	
Applicability:	All Robin aircraft of wooden construction having an all-moving tailplane (stabilator) constructed prior to 31 May 1981.	
Reason:	<p>This AD is proposed following EASA review of UK CAA submissions under Article 10.1 of Regulation (EC) No 1592/2002. In this case EASA concurs with the UK CAA that an unsafe condition exists and has received no substantive evidence to date that would change this opinion.</p> <p>Several occurrences have shown that certain Robin series aircraft are highly susceptible to corrosion of the tailplane (stabilator) bearing attachment plates. Based also on experience with the earlier Jodel aeroplanes that have a common design, it was established that the tailplane (stabilator) attachments are particularly vulnerable on early Robin aircraft.</p> <p>In this case, the corrosion if unchecked, would lead to failure of the stabilator attachments and subsequent catastrophic loss of control of</p>	

	the aircraft.
Effective Date:	Proposed 15.11.2005
Compliance:	<p>Not later than six months after the effective date of this AD unless accomplished within the last 3 years in which case in 3 years from that date.</p> <p>Inspect the inboard and outboard stabilator bearing attachment plates for corrosion in accordance with the following procedure:</p> <p>a) Remove stabilator.</p> <p>b) Remove bearing attachment plates located each side of top longerons and inspect for corrosion, removing paint finish as necessary.</p> <p>c) If corrosion is evident replace all plates by anodised aluminium replacement plates supplied by Avions Pierre Robin or new steel plates to be obtained from Rollason Aircraft and Engines Ltd.</p> <p>d) If plates are uncorroded, re-install plates and re-inspect at periods not exceeding 3 years elapsed time.</p> <p>e) The periodic inspection required by paragraph (d) is not required if the plates have been replaced by steel plates in accordance with paragraph (c).</p>
Ref. Publications:	
Remarks:	<p>Comments regarding this PAD should be referred to Mr R Minter, Certification Directorate, EASA. Email richard.minter@easa.eu.int</p> <p>The closing date for comments is 15 November 2005</p>