


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE/CANCEL AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10 – 026</p> <p>Date: 07 April 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance / cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</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
Manufacturer(s):	CENTRAIR
Applicability:	CENTRAIR 101 gliders, all models, all serial numbers.
Reason:	<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>
Effective Date:	[TBD: 14 days after final AD issue date]

<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. This Proposed AD will be closed for consultation on 04 May 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, please contact: Société Nouvelle CENTRAIR Aérodrome F – 36300 Leblanc France Tel: +33(0)254370796 Fax: +33(0)254374864 Email: contact@sncentrair.com