


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0233</p> <p>Date: 26 November 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>
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 : DYN AVIATION	Type/Model designation(s) : CAP10
TCDS Number : EASA.A.370	
Foreign AD : Not applicable	
Supersedure : None	
ATA 27	Flight Controls – Turnbuckles – Inspection
Manufacturer(s):	CAARP, Avions Mudry et Cie, Apex Industries.
Applicability:	CAP10B and CAP10B with Major Change 000302 (commercial name CAP10C), all serial numbers.
Reason:	<p>A fatal accident occurred to a CAP 10C, in which the pilot lost control of the aeroplane.</p> <p>The following investigation has revealed that the probable cause of the accident was the improper locking of a turnbuckle (locking clip missing) of the flight control cables, and the subsequent inadvertent release of the pitch-up control cable from the turnbuckle.</p> <p>For the above described reasons, this AD requires repetitive inspections to verify the correct installation of the turnbuckles of the flight control cables and, if foreseen by the applicable design configuration of the turnbuckles and found to be missing, to restore the locking clip and the safety wire.</p>
Effective Date:	10 December 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) At the next maintenance opportunity giving access to the turnbuckles of the flight control cables, but no later than 2 months after the effective date of this AD:</p>

	<p>(1.1) If the turnbuckles are designed to be locked with locking clips and safety wire, verify that the locking clips are properly installed in the corresponding groove, that the safety wire of a minimum diameter of 0.8 millimetre (mm) is correctly installed and that there is no damage to the whole turnbuckle installation.</p> <p>(1.2) For all other designs of turnbuckles, verify the correct installation of the safety locking devices.</p> <p>(1.3) If any discrepancy is found during the inspection required by paragraph (1.1) or (1.2) of this AD, before next flight restore the correct turnbuckle installation in accordance with standard maintenance practice.</p> <p>(2) Repeat the inspection required by paragraph (1.1) or (1.2) of this AD, as applicable to the turnbuckles design, and the associated corrective actions required by paragraph (1.3) of this AD at intervals not to exceed 110 flight hours or 13 months since the last inspection, whichever occurs first.</p>
Ref. Publications:	None
Remarks:	<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 published on 17 June 2010 as PAD 10-056 for consultation until 15 July 2010. The Comment Response Document can be found at http://ad.easa.europa.eu/. 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 the General Aviation Section, Certification Directorate, EASA. E-mail: jean-bruno.marciacq@easa.europa.eu.