

Airworthiness Directive Schedule

Aeroplanes

Slingsby T67 Series

24 November 2016

- Notes**
1. This AD schedule is applicable to Slingsby Aviation T67B and T67M200 aircraft manufactured under European Aviation Safety Agency (EASA) Type Certificate No. A.390.
 2. The European Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the applicable NAA web site. Links to NAA web sites are available on the CAA web site at http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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	From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. Links to NAA web sites are available on the CAA web site at http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.	17
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DCA/T67/1 Canceled – DCA/T67/51 refers**Effective Date:** 26 February 2009**DCA/T67/2 Tailplane Attachment - Modification****Applicability:** All model T67B and T67M aircraft not incorporating modification 192**Requirement:** Modify per Slingsby Aviation MB M192.
(UK CAA AD 012-02-86 refers)**Compliance:** Within the next 100 hours TIS**Effective Date:** 27 November 1987**DCA/T67/3 Main Landing Gear - Inspection and Modification****Applicability:** All model T67B, M, M-Mk II and M200 aircraft not incorporating modification 239A or 239C**Requirement:** Inspect per Slingsby Aviation SB 013 and embody modification M239A or M239C.
(UK CAA AD 003-05-87 refers)**Compliance:** Inspection - Daily until modified
Modification - Within next 50 hours TIS**Effective Date:** 27 November 1987**DCA/T67/4 Aileron Control - Inspection****Applicability:** All model T67A, T67B, M, M-Mk II and M200 aircraft.**Requirement:** Inspect per Slingsby Aviation SB 014. Rectify defective assemblies before further flight.
(UK CAA AD 004-05-87 refers)**Compliance:** Within next 50 hours TIS and thereafter at intervals not exceeding 150 hours TIS**Effective Date:** 27 November 1987**DCA/T67/5 Canceled - DCA/T67/39 refers****Effective Date:** 25 May 2007**DCA/T67/6 Battery Installation - Modification****Applicability:** All model T67B, C, D, M and M-Mk II aircraft not incorporating modification 245.**Requirement:** Modify per Slingsby Aviation MB M245.
(UK CAA AD 018-05-87 refers)**Compliance:** Within next 50 hours TIS**Effective Date:** 27 November 1987

DCA/T67/7 Operating Limitations - Placard

Applicability: All model T67B, M-Mk II and M200 aircraft not incorporating modification M237.

Requirement: Modify per Slingsby Aviation MB M237.
(UK CAA AD 016-05-87 refers)

Compliance: Within next 50 hours TIS

Effective Date: 13 May 1988

DCA/T67/8 Flap Installation - Inspection

Applicability: All model T67 series aircraft not incorporating modification 268

Requirement: Inspect per Slingsby Aviation SB 018. Renew defective parts as prescribed before further flight.
(UK CAA AD 007-01-93 refers)

Compliance: Within next 50 hours TIS and thereafter at intervals not exceeding six months until modification 268 embodied

Effective Date: 13 May 1988

DCA/T67/9 Service Life - Limitation

Applicability: All model T67B, C, D, M, M-Mk II and M200 aircraft.

Requirement: Limit service life to 15,000 hours TIS per Slingsby SB 020.
(UK CAA AD 008-01-93 refers)

Effective Date: 13 May 1988

DCA/T67/10 Rudder Pedal Installation - Modification

Applicability: All model T67 series aircraft, S/N 2000 through 2059 not incorporating modification 363

Requirement: Modify per Slingsby Aviation MB M363.
(UK CAA AD 004-07-88 refers)

Compliance: Within next 50 hours TIS

Effective Date: 7 October 1988

DCA/T67/11 Rudder Control System - Modification

Applicability: All model T67 series aircraft, S/N 2000 through 2059 not incorporating modification M371B

Requirement: Modify per Slingsby Aviation MB M371.
(UK CAA AD 014-11-88 refers)

Compliance: Within next 50 hours TIS

Effective Date: 16 June 1989

DCA/T67/12 Safety harness (Negative `G' Strap) - Inspection and Modification

Applicability: All model T67 series aircraft, S/N 2000 through 2078 as detailed in Slingsby Aviation SB 031.

Requirement: Inspect, renew `g' strap if necessary and modify per Slingsby Aviation SB 031.
(UK CAA AD 012-01-93 refers)

Compliance: Within next 10 hours TIS but not later than 28 February 1990

Effective Date: 24 November 1989

DCA/T67/13A Cancelled – DCA/T67/51 refers

Effective Date: 26 February 2009

DCA/T67/14A Nose Landing Gear - Inspection

Applicability: All model T67 series aircraft pre-mod M425 and pre-mod M468.

Requirement: To prevent failure of SAB type NLG, accomplish Slingsby Aviation SB 121 Issue 1.
Any defects found must be rectified before further flight.
(UK CAA AD 010-03-97 refers)

Compliance: Within next 50 hours TIS and thereafter at intervals not to exceed 150 hours TIS.

Effective Date: DCA/T67/14 - 20 July 1990
DCA/T67/14A - 4 July 1997

DCA/T67/15A Throttle Cable - Inspection and Modification

Applicability: All model T67B, C (pre mod 480), M, M-Mk II and M200 aircraft not incorporating mod M496.

Requirement: To prevent failure of the throttle cable, accomplish the following:-
1. Inspect the cable per Slingsby SB 55 Issue 2. If kinking or cracking is found, replace the cable before further flight.
2. Incorporate modification M496.
(UK CAA AD 005-04-94 refers)

Compliance: 1. Within next 25 hours TIS and thereafter at intervals not to exceed 25 hours TIS.
2. By 31 August 1994.

Effective Date: DCA/T67/15 - 19 February 1993
DCA/T67/15A - 10 June 1994

DCA/T67/16 Aileron Support Rib - Inspection

Applicability: All model T67B, C, M, M-Mk II, M200 and M260 aircraft.

Requirement: Inspect outboard wing rib per Slingsby Aviation SB 42. If rib is found cracked, incorporate Mod M510 before further flight.
(UK CAA AD 002-01-93 refers)

Compliance: Before next flight unless already accomplished and thereafter at intervals not to exceed 150 hours TIS.

Effective Date: 19 February 1993

DCA/T67/17 Rudder Support Angles - Inspection

Applicability: All model T67 series aircraft not incorporating modification M394.

Requirement: Inspect rudder hinge angles per Slingsby SB 34 for exfoliation corrosion. If corrosion is found renew or repair per Slingsby Aviation instructions.
(UK CAA AD 015-01-93 refers)

Compliance: Within next 150 hours TIS and thereafter at intervals not to exceed 150 hours TIS.

Effective Date: 16 April 1993

DCA/T67/18 Bonding Cable - Modification

Applicability: All model T67 series aircraft not incorporating modification M400.

Requirement: To prevent the control column elevator stop bonding cable from fouling on the seat tube fasteners accomplish the following:-
1. Inspect per Slingsby Modification Bulletin M400 and rectify if necessary as prescribed.
2. Incorporate modification M400 per Slingsby Modification Bulletin M400.
(UK CAA AD 019-01-93 refers)

Compliance: 1. Within next 50 hours TIS.
2. Within next 200 hours TIS.

Effective Date: 16 April 1993

DCA/T67/19 Main Landing Gear Torque Link Bolts - Inspection

Applicability: All model T67 series aircraft

Requirement: To prevent failure of MLG torque link bolts due to insufficient plain length, inspect per Slingsby Aviation SB 037. Replace bolts found cracked before further flight with bolts having the correct plain length.
(UK CAA AD 016-01-93 refers)

Compliance: Within next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS until the bolt is replaced by one having the correct plain length.

Effective Date: 11 June 1993

DCA/T67/20 Rudder Cable Support - Modification

Applicability: All model T67 series aircraft not incorporating modification M444B.

Requirement: To prevent the possibility of the rudder cables dropping into the area of the flap mechanism and snagging any projection, modify aircraft per Slingsby Modification Bulletin M444B.

(UK CAA AD 006-03-94 refers)

Compliance: Within next 150 hours TIS.

Effective Date: 18 March 1994

DCA/T67/21 Cancelled - DCA/T67/39 refers

Effective Date: 25 May 2007

DCA/T67/22 Windscreen De-Misting Duct - Inspection

Applicability: All model T67B, C, M, M-Mk II and M200 aircraft not incorporating modification M515.

Requirement: To ensure correct routing of the windscreen de-misting duct, inspect per Slingsby SB 48. Rectify if necessary per SB 48 before further flight.

(UK CAA AD 011-03-94 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 10 June 1994

DCA/T67/23 Elevator Balance Horn - Modification

Applicability: All model T67 series aircraft.

Requirement: To prevent water accumulating in the elevator balance horn, drill drainage holes per Slingsby Aviation SB 52, issue 2.

(UK CAA AD 010-05-94 refers)

Compliance: By 31 December 1994

Effective Date: 30 September 1994

DCA/T67/24 NLG - Inspection and Modification

Applicability: All model T67 series aircraft post Mod M468, T67M260-T3A and all T67M260.

Requirement: To prevent the axle bolt from migrating out of engagement, accomplish the following:-

1. Accomplish Part A(1) of Slingsby SB 65.
2. Inspect per Part A(2) of SB 65.
3. Replace the axle bolt, nuts and tab washers per Mod Bulletin M646.

(UK CAA AD 001-12-94 refers)

Compliance: 1. Before further flight, unless already accomplished.

2. Within next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS, until Mod Bulletin M646 is incorporated.

3. By 1 December 1995

Effective Date: 1 September 1995

DCA/T67/25 Wing Walkway - Inspection

Applicability: All model T67B, T67C, T67M, T67M-Mk II and T67M200 not incorporating Mod M669B or M6669C.

Requirement: To detect delamination in the wing walkway areas inspect per Slingsby Aviation SB 82. If the wing is found to be suspect or has damage, repair per SB 82 before further flight.
(UK CAA AD 009-07-95 refers)

Compliance: Within next 150 hours TIS, and thereafter at intervals not to exceed 150 hours TIS.

Effective Date: 27 October 1995

DCA/T67/26 Cancelled - DCA/T67/39 refers

Effective Date: 25 May 2007

DCA/T67/27A Cancelled – DCA/T67/51 refers

Effective Date: 26 February 2009

DCA/T67/28 Cancelled – Superseded by DCA/T67/37**DCA/T67/29 Canopy Latch - Placard**

Applicability: All model T67A, T67B and any pre mod M129B T67C, T67M and T67M200 aircraft.

Requirement: To ensure that canopy is locked correctly, accomplish Slingsby Modification Bulletin M810.
(CAA UK AD 005-08-97 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 24 October 1997

DCA/T67/30 Elevator Lever Pivot Stiffnut - Inspection

Applicability: All model T67A, T67B, T67C, T67M, T67M-Mk II, T67M200, T67M260 and T67M260-T3A.

Requirement: To prevent failure of the elevator control system, inspect per Slingsby SB 150, Issue 1. Rectify as necessary per SB 150, Issue 1 before further flight.
(CAA UK AD 002-12-97 refers)

Compliance: Within next 50 hours TIS and thereafter at intervals not to exceed 150 hours TIS.

Effective Date: 13 March 1998

DCA/T67/31 Master Switch Solenoid Diode - Replacement

Applicability: All model T67A, T67B, T67C, T67M, T67M-Mk II, T67M200, T67M260 and T67M260-T3A.

Requirement: To prevent short circuit failure of the master switch solenoid accomplish Slingsby Modification Bulletin MB M754.
(CAA UK AD 009-03-99 refers)

Compliance: Within next 150 hours TIS.

Effective Date: 4 June 1999

DCA/T67/32 Rudder Leading Edge - Inspection and Modification

Applicability: All model T67B, T67C, T67M, T67M-Mk II, T67M260 and T67M620-T3A aircraft.

Requirement: To ensure continued integrity of rudder, accomplish Slingsby SB 165. This SB requires inspection of the top hinge spar to rib joint for possible debonding, and modification of the rudder lower rib to permit drainage.
(UK CAA AD 005-03-2001 refers.)

Compliance: Within 100 hours TIS.

Effective Date: 30 Aug 2001

DCA/T67/33A Cancelled – DCA/T67/54 refers

Effective Date: 27 September 2012

DCA/T67/34 Trim Panel Security – Inspection and Modification

Applicability: All model T67B, T67C, T67M, T67M-Mk II, T67M200, T67M260 and T67M260-T3A aircraft.

Requirement: To prevent the trim panel from becoming loose and restricting the rudder pedal travel, accomplish the following:

1. Inspect per paragraph 13.2 of Slingsby Aviation Modification Bulletin No.M992.
2. Modify per paragraph 13.3 of Slingsby Aviation Modification Bulletin No.M992.
(UK AD 005-03-2003 refers)

Compliance:

1. Before further flight unless already accomplished.
2. Within 100 hours TIS

Effective Date: 29 May 2003

DCA/T67/35 Control Column Housing - Inspection

Applicability: All model T67A, T667B, T67C, T67M, T67M-Mk II, T67M200, T67M260 and T67M260-T3A aircraft.

Requirement: To detect cracking and poor brazing of the control column housing, which could lead to in-flight failure and loss of control of the aircraft, inspect per Slingsby Aviation SB No 175.

(UK AD 005-07-2002 refers)

Compliance: Within next 50 Hours TIS.

Effective Date: 28 August 2003

DCA/T67/36 Alternator/Starter Wiring Loom - Inspection

Applicability: All model T67A, T67B, T67C, T67M, T67M-Mk II, T67M200, T67M260 and T67M260-T3A aircraft.

Requirement: To prevent incorrectly fitted wiring looms from chafing against the rocker cover oil drain which may cause loss of engine oil, inspect per Slingsby Aviation SB No 180.

(UK AD 008-04-2003 refers)

Compliance: Within next 50 Hours TIS.

Effective Date: 28 August 2003

DCA/T67/37 Aluminium Fittings - Inspection

Applicability: All model T67A, T67B, T67C, T67M, T67M-MK II, T67M200, T67M260 and T67M260-T3A aircraft.

Requirement: To prevent corrosion degrading the aircraft's structural strength, accomplish the following:

Inspect the aluminium fittings per Slingsby SB 127 Issue 3 or later. If corrosion is found replace the affected components before further flight.

(UK AD G-2004-13 refers)

Compliance: Within the next 100 hours TIS or by 15 March 2006, whichever is the sooner and thereafter at intervals not to exceed 12 months.

Effective Date: 31 March 2005

DCA/T67/38 Tailplane fittings - Inspection

Applicability: All model T67A aircraft.

Requirement: To detect corrosion before it can reduce the structural integrity of the tailplane attachment, leading to the loss of the tailplane and control of the aircraft, perform the access and inspections instructions given in Slingsby Aviation Service Bulletin, SB 183 revision 1 or later approved revisions. Perform the restorative instructions given in SB 183, as required.

(UK AD G-2005-032 refers)

Compliance: By 31 December 2005

Effective Date: 1 December 2005

DCA/T67/39 Cancelled – DCA/T67/51 refers**Effective Date:** 26 February 2009**DCA/T67/40 Wing Tank Selector Valve Control – Modification****Applicability:** All model T67D, T67M-Mk II and T67M200 aircraft, S/N 2014, 2018, 2027 and 2030 through to 2034 not embodied with modification M228.**Requirement:** To prevent the selector valve from moving beyond the fixed stop on the console to the closed position, accomplish the instructions in Slingsby Modification Bulletin No. M228.

(UK CAA AD 015-05-87 refers)

Compliance: Within the next 50 hours TIS or by 31 August 2007 whichever is the sooner, unless already accomplished.**Effective Date:** 26 July 2007**DCA/T67/41 Main Gear Leg Wing Location Holes – Modification****Applicability:** All model T67 series aircraft not embodied with modification M239.**Requirement:** Modify the main gear leg top location holes in both wings per Slingsby Modification Bulletin No. M239.

(UK CAA AD 017-05-87 refers)

Compliance: Within the next 50 hours TIS or by 31 August 2007 whichever is the sooner, unless already accomplished.**Effective Date:** 26 July 2007**DCA/T67/42 Aeroquip 601 Type Hoses – Inspection and Replacement****Applicability:** All model T67C, T67M-Mk II and T67M200 aircraft, S/N listed in tables 1, 2, & 3 of Slingsby Service Bulletin No. 029.**Requirement:** To prevent failure of the Aeroquip 601 type hose which is used in the manufacture of the oil and fuel hoses fitted to the aircraft, inspect all fuel and oil hoses per the instructions in Slingsby Service Bulletin No. 029.

Replace affected hoses per SB No. 029.

(UK CAA AD 024-03-89 refers)

Compliance: By 30 November 2007, unless already accomplished.**Effective Date:** 26 July 2007**DCA/T67/43 Starboard Elevator Trailing Edge Reinforcement – Modification****Applicability:** All model T67 series aircraft, S/N 1999, 2002 through to 2004, 2008 through to 2011, 2013 through to 2018, 2020 through to 2042, 2044 through to 2061 and 2063 not embodied with Slingsby Modification No. M366A.**Requirement:** Accomplish the instructions in Slingsby Modification Bulletin No. M366A. This modification introduces a reinforced glass rope trailing edge on the Ceconite covered starboard elevator.

(UK CAA AD 017-06-90 refers)

Compliance: By 30 December 2007, unless already accomplished.

Effective Date: 26 July 2007

DCA/T67/44 Propeller Installation – Inspection and Rework

Applicability: Model T67M200 aircraft, S/N all through 2058.

Requirement: To prevent propeller failure due to the possibility of incorrect installation of the propeller to the spinner backplate and engine crankshaft, accomplish the instructions in Slingsby Service Bulletin No. 024.

(UK CAA AD 009-01-93 refers)

Compliance: Within the next 50 hours TIS or by 31 August 2007 whichever is the sooner, unless already accomplished.

Effective Date: 26 July 2007

DCA/T67/45 Stiffnuts A125D/66 – Inspection and Replacement

Applicability: All model T67 series aircraft, S/N 2045 through to 2061 and 2063.

Requirement: To prevent cracks in stiffnuts A125D/66 making the locking feature of the nut ineffective, accomplish the instructions in Slingsby Service Bulletin No. 028.

(UK CAA AD 011-01-93 refers)

Compliance: Within the next 50 hours TIS or by 31 August 2007 whichever is the sooner, unless already accomplished.

Effective Date: 26 July 2007

DCA/T67/46 Gyrocompass System – Modification

Applicability: All model T67M-Mk II and T67M200 aircraft, fitted with a King radio KCS 55A slaved gyrocompass system not embodied with Slingsby Modification M417.

Requirement: To prevent erroneous readings install a Bendix/King filter network to the gyro unit KG102A per the instructions in Slingsby Service Bulletin No. 032.

(UK CAA AD 013-01-93 refers)

Compliance: Within the next 50 hours TIS or by 31 August 2007 whichever is the sooner, unless already accomplished.

Effective Date: 26 July 2007

DCA/T67/47 Collector Tank Flop Tube – Modification

Applicability: All model T67C aircraft with modification 156 embodied (fitted with wing tanks).

All model T67M-Mk II and T67M200 aircraft.

Requirement: To prevent fuel restriction due to the possibility of the walls of the collector tank flop tube collapsing, and restricting the fuel flow to the engine, accomplish the instructions in Slingsby Modification Bulletin No. M567.

Note: For aircraft used for aerobatic flight comply with the limitations specified in AFM temporary amendments TAL3 for T67M200 aircraft, and TAL4 for T67C and T67M-Mk II aircraft, until embodiment of Slingsby Modification Bulletin No. M567.

(UK CAA AD 005-03-94 & 004-04-94 refers)

Compliance: By 31 July 2008, unless already accomplished.

Effective Date: 26 July 2007

DCA/T67/48 Rudder Pedals – Modification

Applicability: All model T67 series aircraft, S/Ns 2000, 2002 through to 2004, 2008 through to 2011, 2013 through to 2018, 2020, 2021, 2023 through to 2028, 2031 through to 2033, 2035 through to 2052, 2054 through to 2057, 2059 through to 2061 2063, 2066 through to 2069, 2072 through to 2087, 2099 through to 2125.

Requirement: To prevent the inner port side rudder pedal fouling with the nosewheel steering arm at extreme rudder deflection with the pedals adjusted in the fully forward position, accomplish the instructions in Slingsby Modification Bulletin No. M576.

(UK CAA AD 013-05-94 refers)

Compliance: Within the next 100 hours TIS or by 26 September 2007 whichever is the sooner, unless already accomplished.

Effective Date: 26 July 2007

DCA/T67/49 Fuel Pressure Gauge Pipes – Inspection and Rework

Applicability: All model T67M, T67M-Mk II, T67M200, T67M260 and T67M260-T3A series aircraft.

Requirement: To prevent incorrect connection of the pipes leading to the manifold fuel pressure gauge, accomplish the instructions in Slingsby Service Bulletin No. 70.

(UK CAA AD 012-03-95 refers)

Compliance: Within the next 100 hours TIS or by 26 September 2007 whichever is the sooner, unless already accomplished.

Effective Date: 26 July 2007

DCA/T67/50 Starter Motor Wiring – Modification

Applicability: All model T67B, T67C, T67M, T67M-Mk II and T67M200 aircraft, S/N 1999, 2000, 2002 through to 2004, 2008 through to 2011, 2013 through to 2018, 2020, 2021, 2023 through to 2029, 2031 through to 2033, 2035 through to 2052, 2054 through to 2057, 2059 through to 2061, 2063, 2066 through to 2069, 2073 through to 2087, 2099 through to 2108 and 2111 through to 2122.

Requirement: To allow de-energising of the starter motor in the event of the starter solenoid welding closed, accomplish the instructions in Slingsby Modification Bulletin No. M571.

(UK CAA AD 002-10-95 refers)

Compliance: Within the next 100 hours TIS or by 26 September 2007 whichever is the sooner, unless already accomplished.

Effective Date: 26 July 2007

DCA/T67/51 Cancelled – DCA/T67/52 refers**Effective Date:** 29 October 2009**DCA/T67/52 Rudder Pedal & Ground Towing Damage – Inspection, Repair & Mod****Applicability:** Model T67B, T67C series, T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A aircraft, all S/N excluding model T67M aircraft, S/N 1999.**Note:** This AD retains all the requirements of superseded AD DCA/T67/51 and introduces Slingsby SB No. 187 and 188 both at issue 5. The revised SBs introduce modification bulletin No. M919 which requires additional cloth reinforcement below the floor at the LH rudder pedals bar outboard pivot mountings.**Requirement:** To prevent distortion of the rudder bar support bracket causing the rudder pedals to foul the fuel mixture and propeller control cables support bracket, which may result in loss of aircraft control, accomplish the following:

1. For model T67M200 aircraft, S/N 2264 and 2265, models T67M260 and T67M260-T3A aircraft, all S/N:
 - 1.1 Accomplish the instructions in paragraphs 1 to 32 of Slingsby Advanced Composites, Ltd. SB 187 issue 4 or later EASA approved revisions and correct any discrepancies that are beyond the specified limits per SB 187.

Fit a revised propeller speed bracket for increased rudder pedal clearance per the instructions in paragraph 2 of Slingsby SB 187 issue 5, as applicable
 - 1.2 Embody Slingsby Advanced Composites, Ltd. Modification Bulletin No. M1030 issue 1.
 - 1.3 Embody Slingsby Advanced Composites, Ltd. Modification Bulletin No. M919 issue 1.
2. For model T67B, T67C series, T67M, T67M-MkII and T67M200 aircraft, all S/N excluding model T67M, S/N 1999 and excluding model T67M200, S/N 2264 & 2265:
 - 2.1 Accomplish the instructions in paragraphs 1 to 30 in SB 188 issue 4 or later EASA approved revisions and correct any discrepancies that are beyond the specified limits per SB 188.
 - 2.2 Embody Modification Bulletin No. M919 issue 1.

(EASA AD 2009-0218 refers)

- Compliance:**
- 1.1 Before further flight unless previously accomplished per SB 187 issue 1, 2, 3 or 4 within the last 300 hours TIS, and thereafter at intervals not to exceed 300 hours TIS or 12 months, whichever occurs sooner, accomplish the instructions in paragraphs 1 to 33 of SB 187 issue 5.
 - 1.2. Within the next 300 hours TIS or by 29 October 2010 whichever occurs sooner.
 - 1.3. By 29 October 2010.
 - 2.1 Before further flight unless previously accomplished per SB 188 issue 1, 2, 3 or 4 within the last 12 months, and thereafter at intervals not to exceed 12 months accomplish the instructions in paragraphs 1 to 31 of SB 188 issue 5.
 - 2.2. By 29 October 2010.

Effective Date: 29 October 2009

DCA/T67/53 MLG Legs – Inspection and Replacement

- Applicability:** Model T67A aircraft, all S/N embodied with Slingsby Modification M136B
Model T67B, T67C, T67M, T67M-MkII and T67M200 aircraft, all S/N except those aircraft embodied with Slingsby Mod M468.
- Requirement:** To prevent failure of a MLG leg which could result in aircraft damage and injury to the occupants, accomplish the following:
1. Accomplish a visual inspection of the external surfaces of the MLG leg P/N 126-35-225 (LH side) and the MLG leg P/N 126-35-226 (RH side) for cracks in the collar weld positions above the wing mounting plate, per the instructions in Marshall Slingsby Advanced Composites SB 194 original issue, dated 12 December 2011 or later approved revisions.

If any cracks are found, replace the affected MLG leg before further flight per the instructions in Slingsby SB 194.

If no cracks are found with the visual inspection, accomplish a NDT inspection per the instructions in Slingsby SB 194. If any cracks are found with the NDT inspection, replace the affected MLG leg before further flight per the instructions in Slingsby SB 194.
 2. Inspect the top of the MLG leg for water ingress per the instructions in Slingsby SB 194, and if any defects are found accomplish the applicable corrective actions per the instructions in Slingsby SB 194.
- Note:** Parts replacement or the accomplishment of corrective actions per the requirements in this AD are not a terminating action for the repetitive inspections mandated by this AD.
(EASA AD 2011-0240 refers)
- Compliance:**
1. Within the next 25 hours TIS or by 20 February 2012 whichever occurs sooner and thereafter at intervals not to exceed 12 months or 500 hours TIS whichever occurs sooner.
 2. At the next 100 hour maintenance inspection and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** 20 January 2012

DCA/T67/54 Horizontal Stabiliser Attachment Brackets – Inspection and Replacement

- Applicability:** Model T67A, T67B, T67C, T67M, T67M-MkII, T67M200 and T67M260 aircraft, all S/N.
- Note 1:** This AD retains the requirements in superseded AD DCA/T67/33A. The applicability revised to remove model T67M260-T3A aircraft. The installation of titanium brackets is a terminating action for the repetitive inspection requirements mandated by this AD.
- Requirement:** To prevent the failure of the tailplane attachment brackets which could result in separation of the horizontal stabiliser and subsequent loss of aircraft control, accomplish the requirements in EASA AD 2012-0169.
- Note 2:** A copy of EASA AD 2012-0169 can be obtained from the EASA AD website at <http://www.easa.eu.int/certification/airworthiness-directives.php>
- Note 3:** 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 or later approved revisions of these documents are acceptable to comply with the requirements of this AD.
(EASA AD 2012-0169 refers)
- Compliance:** At the compliance times specified in EASA AD 2012-0169 unless previously accomplished.

Effective Date: 27 September 2012

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. Links to NAA web sites are available on the CAA web site at

http://www.caa.govt.nz/Airworthiness_Directives/states_of_design.html

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

* 2015-0065-E Cancelled – EASA AD 2016-0214 refers

Effective Date: 10 November 2016

* [2016-0214](#) Brake Master Cylinder Pivot Pins - Inspection

Effective Date: 10 November 2016