

CAP Aviation (Akrotech and Mudry) CAP 232 Series Aeroplanes

## AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

**AD/CAP 232/1**

**Starter Relay**

**6/2001 DM**

**Applicability:** All CAP 232 aeroplanes with Cessna starter relay Part Number (P/N) S-1991A1 installed.

*Note 1: Starter relay P/N S-1991A1 is known to be installed on aeroplanes delivered after 5 December 1997. However, the starter relay may also have been installed during maintenance after that date. Starter relay P/N S-1991A1 can be readily identified by only having three terminals whilst the replacement relay P/N 22735 has four terminals.*

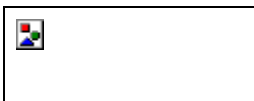
**Requirement:** Replace starter relay P/N S-1991A1 with starter relay P/N 22735 in accordance with CAP Aviation Service Bulletin 000202 dated 9 November 2000.

*Note 2: DGAC AD 2001-038(A) refers.*

**Compliance:** Within 50 hours time in service after the effective date of this Directive.

This Airworthiness Directive becomes effective on 2 May 2001.

**Background:** CAP Aviation has reported instances where the starter relay has remained engaged when the started button is released and where the starter relay has randomly engaged during aerobatic manoeuvres.



Eugene Paul Holzapfel  
Delegate of the Civil Aviation Safety Authority

23 April 2001