
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/CAP 232/3 Amdt 2 and issues the following AD under subregulation 39.1 (1) of CASR 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.

CAP Aviation (Akrotech and Mudry) CAP 232 Series Aeroplanes**AD/CAP 232/3
Amdt 3****Trim Control Tab Axis****12/2004**

Applicability: CAP 232 aircraft, all serial numbers; and CAP 231 EX aircraft, serial numbers 02 through 06.

Requirement:

1. Replace trim tab control axis part number 2734-9220401A with a new trim tab control axis part number 2734-0212007, in accordance with Apex Aircraft Service Bulletin (SB) No. 980901 Revision 4, dated June 2004.
2. Inspect the new trim tab control axis in accordance with SB No. 980901 Revision 4.

Note: DGAC AD F-2001-133 R3 refers.

Compliance:

1. At the next scheduled maintenance check (except daily inspection check) after 25 November 2004.
2. Following installation, inspect the new trim tab control axis at intervals not to exceed 100 flight hours.

Until the new trim tab control axis is installed, continue to inspect the previously installed trim tab control axis at intervals not to exceed 50 flight hours.

This Amendment becomes effective on 25 November 2004.

Background: Following a failure of the trim tab control axis, a life limit of 200 flight hours was imposed.

Amendment 1 introduced a new trim tab control axis with a life limit of 1,000 flight hours.

Amendment 2 introduced repetitive inspections of the new 1,000 hour life limited trim tab control axis, due to an in-service failure.

Amendment 3 is issued in response to a revision of the related DGAC AD, which requires replacement of the previously installed trim tab control axis with a new, improved, trim tab control axis.

CAP Aviation (Akrotech and Mudry) CAP 232 Series Aeroplanes

AD/CAP 232/3 Amdt 3 (continued)

The original issue of this Airworthiness Directive became effective on 2 May 2001.

Amendment 1 of this Airworthiness Directive became effective on 13 June 2002.



David Villiers
Delegate of the Civil Aviation Safety Authority

14 October 2004