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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(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.

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### Avions Mudry Cap Series Aeroplanes

**AD/CAP 10/11**

**Push-to-Talk Wiring**

**3/2007**

**Applicability:** All CAP10B aircraft that have been fitted with major change 000302 (wood/carbon-made wing) with serial numbers 001 to 282 inclusive.

**Requirement:**

1. If not previously accomplished, inspect the wire routing, ensuring the proper location and attachment of the connectors, as detailed in the accomplishment instructions paragraph of Apex Aircraft Service Bulletin (SB) 050605 dated 17 October 2006 or later approved revision.
2. If any discrepancy or defect is found during the Requirement 1 inspection, accomplish the complete modification of the wire bundle and connector routing as detailed in the accomplishment instructions paragraph of SB 050605 or later approved revision.

*Note: EASA AD 2007-0014 refers.*

**Compliance:** For Requirement 1 - At the next scheduled maintenance operation but no later than 50 hours time in service after the effective date of this Directive.

For Requirement 2 - Before further flight after the Requirement 1 inspection is accomplished.

This Airworthiness Directive becomes effective on 15 March 2007.

**Background:** The European Aviation Safety Agency (EASA) has advised that a CAP10B aircraft experienced a reduced elevator deflection by about 13° due to an incorrect routing of the Push To Talk (PTT) wire bundle and improperly secured connectors which impeded the complete and free movement of the control stick.

This Directive requires an inspection to detect any discrepancies of the PTT electrical circuit connectors and wires that could lead to a reduction of the control stick movements and, if necessary, correction of the discrepancies.



James Coyne  
Delegate of the Civil Aviation Safety Authority

1 February 2007