
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 39.001(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.

Maule M-5 Series Aeroplanes

AD/ML-M5/12

Elevator Controls

2/2009

Applicability: This AD applies to the following aeroplane models and serial numbers detailed in Table 1 of this AD.

M-5-180C	All serial numbers
M-5-200	All serial numbers
M-5-210C	All serial numbers
M-5-210TC	All serial numbers
M-5-220C	All serial numbers
M-5-235C	All serial numbers

Requirement: 1. Using yellow enamel paint, colour code the following:

- the top of the rear elevator control horn,
- the elevator control cable end attached to the top of the rear control horn,
- the bottom of the forward elevator control horn, and
- the elevator control cable end attached to the bottom of the forward control horn.

Follow Maule Aerospace Technology, Inc. Mandatory Service Bulletin No. 30 dated 4 March 2008.

2. Insert the following text into the rigging procedure section of the FAA-approved maintenance program (e.g. maintenance manual):

“CAUTION – BEFORE FLIGHT WHENEVER ELEVATOR CABLES ARE RECONNECTED OR NEW CABLES INSTALLED: Always check operation of elevators after a cable reconnect by pulling back on the control and ascertain that the elevators are in the UP position.”

Maule M-5 Series Aeroplanes

AD/ML-M5/12 (continued)

Follow Maule Aerospace Technology, Inc. Mandatory Service Bulletin No. 30. This may be achieved by inserting a copy of this AD or inserting the text located on the bottom of page 3 of Maule Aerospace Technology, Inc. Mandatory Service Bulletin No. 30 into the FAA-approved maintenance program (e.g. maintenance manual).

Note 1: CASA reminds operators that Civil Aviation Regulation (1988) 42G requires additional requirements to be complied with if any part of the flight control system of an Australian aircraft is assembled, adjusted, repaired, modified or replaced in the course of carrying out maintenance on the aircraft.

Note 2: FAA AD 2008-24-02 Amdt 39-15742 dated 10 November 2008 refers.

Compliance: Before the next time the elevator control cable is disconnected for any reason or within the next 12 calendar months after the effective date of this AD, whichever occurs first.

This Airworthiness Directive becomes effective on 12 February 2009.

Background: This AD results from two reports of accidents where reversed elevator control rigging was a factor. The issuing of this AD is intended to reduce the likelihood of a mechanic rigging the elevator controls backwards, which could result in elevator movement in the opposite direction from control input. This failure could lead to loss of control.



James Coyne
Delegate of the Civil Aviation Safety Authority

22 December 2008