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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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### Maule M-7 Series Aeroplanes

**AD/ML-M7/4**

**Elevator Controls**

**2/2009**

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

**Table 1.**

M-7-235	4001C through 4132C, 12001C, 12002C
M-7-235A	24001C
M-7-235B	23001C through 23105C
M-7-235C	25001C through 25106C
M-7-260	26001C through 26021C
M-7-260C	30001C through 30040C
M-7-420A	35001C
M-7-420AC	29001C, 29003C through 29007C
M-8-235	15001C through 15006C
MT-7-235	18001C through 18097C, 18099C, 18100C
MT-7-260	27001C through 27014C
MT-7-420	51001C, 51002C
MX-7-160	19001C through 19046C
MX-7-160C	34001C

## Maule M-7 Series Aeroplanes

AD/ML-M7/4 (continued)

MX-7-180	11001C through 11097C
MX-7-180A	20001C through 20064C
MX-7-180AC	33001C through 33010C
MX-7-180B	22001C through 22025C, 22027C
MX-7-180C	28001C through 28027C
MX-7-235	10001C through 10122C
MX-7-420	13001C through 13003C
MXT-7-160	17001C through 17008C
MXT-7-180	14000C through 14125C
MXT-7-180A	21001C through 21096C

- Requirement:
1. Using yellow enamel paint, colour code the following:
    - a) the top of the rear elevator control horn,
    - b) the elevator control cable end attached to the top of the rear control horn,
    - c) the bottom of the forward elevator control horn, and
    - d) 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-7 Series Aeroplanes

AD/ML-M7/4 (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