

Aerospatiale (Socata) TB9 and TB10 (Tobago) Series Aeroplanes

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**AD/TB10/29                      Vertical Stabiliser Forward Junction Doubler                      10/99 DM**

Applicability: All Model TB9 and TB10 aircraft.

Requirement: 1. Perform a visual inspection to verify that there is no gap between the vertical stabiliser leading edge and the fuselage.

If the inspection reveals:

a. there is no gap between the vertical stabiliser leading edge and the fuselage, no further action is required under this part.

b. there is a gap between the vertical stabiliser leading edge and the fuselage, before further flight, contact the manufacturer for rectification action.

2. Check through the air cooling oval hole, located on the leading edge of the vertical stabiliser, the presence of the vertical stabiliser forward junction doubler.

If the inspection reveals:

a. the vertical stabiliser small spar junction doubler is installed, return the aircraft to service.

b. the absence of the vertical stabiliser forward junction doubler, before further flight, contact the manufacturer for rectification action.

*Note: DGAC AD T1999-319(A) refers.*

Compliance: 1. At each pre-flight inspection after 18 August 1999; until Requirement 2 is accomplished.

2. Within 50 hours time in service after 18 August 1999, or at the next periodic inspection after 18 August 1999, whichever occurs first.

This Directive shall be entered on the Maintenance release as maintenance required. The visual inspection required by Requirement 1 may be performed by the Pilot in Command, in which case certification is to be made by entering AD/TB10/29 against the daily inspection certification of the Maintenance Release. A copy of this Airworthiness Directive is to be kept in the aircraft.

This Airworthiness Directive becomes effective on 18 August 1999.

Background: The DGAC received a report that indicated the vertical stabiliser forward junction doubler was missing on a Model TB10 aircraft.