
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 39.1 (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.

Eagle X-TS Series Aeroplanes

AD/X-TS/7	Co-Pilot Rudder Pedal Assembly	1/2005 TX
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Applicability: Eagle Aircraft Model X-TS Manufacturer's Serial Number (MSN) 001-010; and
Model X-TS 150 MSN 011-015; and
Model X-TS 150B MSN 016-042.

Requirement: Remove the co-pilot rudder pedal assembly P/N 2720D07-02 and accomplish the Eagle Aircraft Mandatory Service Bulletin (MSB) 1095 dated 16 September 2003. Install placard as per paragraph 8.2 of the MSB 1095.

OR

Install new bush P/N 2720D08-39, stopper P/N 2720D08-44 and rework existing co-pilot rudder pedal assembly P/N 2720D07-02 as per provisions of Eagle Aircraft Service Bulletin (SB) 1096 dated 16 September 2003. [Only for Eagle aircraft model X-TS, ream the hole as per provisions of the SB 1113 if required, for the installation of the new bush].

OR

Replace with new co-pilot rudder pedal assembly P/N 2720D07-10 as per provisions of the SB 1097 dated 16 September 2003.

Note: Department of Civil Aviation Malaysia Airworthiness Directives CAM AD 001-10-2004 dated 30 October 2004 (for model X-TS) and CAM AD 002-10-2004 dated 30 October 2004 (for models X-TS 150 & 150B) refer.

Compliance: Unless accomplished earlier, before further flight.

This Airworthiness Directive becomes effective on 18 November 2004.

Eagle X-TS Series Aeroplanes

AD/X-TS/7 (continued)

Background: Two incidents of loss of rudder control have been reported that involved binding of the rudder control pushrod pivot onto the pivot arms. Such binding may cause loss of co-pilot rudder and brake control creating an unsafe condition and catastrophic consequences.

This Airworthiness Directive addresses the identified unsafe condition.



James Coyne
Delegate of the Civil Aviation Safety Authority

16 November 2004