
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av styrsystem

GÄLLER: Socata (Morane Saunier och Rallye) Modeller angivna i bifogad kopia av GSAC AD 2000-174(A) alla S/N

ÅTGÄRD: Utför åtgärder angivna i GSAC AD 2000-174(A)

TID FÖR ÅTGÄRD: Snarast möjligt men senast vid nästa planerade underhåll

UNDERLAG: Socata Service Bulletin Rallye Aircraft No. 155-27 daterad april 2000 eller senare utgåva

REFERENS: GSAC AD 2000-174(A)

BESLUTSDATUM: 2000-05-26

LFS 2000:74

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

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GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-174(A)

In case of any difficulty, reference should be made to the French original issue.

SOCATA

RALLYE 100, 235 & MS 880, MS 890 aircraft

Elevator and rudder governor control clevis (ATA 27)

1. APPLICABILITY:

This Airworthiness Directive is applicable to SOCATA (MORANE SAUNIER and RALLYE) aircraft, all following models, all serial number:

MS 880 B	MS 893 A	RALLYE 150 ST-D
MS 880 B.D	MS 893 B	RALLYE 150 SV
MS 881	MS 893 E	RALLYE 150 SVS
MS 883	MS 893 E-D	RALLYE 150 T
MS 884	MS 894 A	RALLYE 150 T-D
MS 885	MS 894 C	RALLYE 180 T
MS 886	MS 894 E	RALLYE 180 T-D
MS 887	RALLYE 100 S	RALLYE 180 TS
MS 890 A	RALLYE 100 S-D	RALLYE 235 A
MS 890 B	RALLYE 100 ST	RALLYE 235 C
MS 892 A.150	RALLYE 100 ST-D	RALLYE 235 E
MS 892 B.150	RALLYE 110 ST	RALLYE 235 E-D
MS 892 E.150	RALLYE 150 ST	RALLYE 235 F
MS 892 E-D.150		

2. REASON:

The rudder governor control clevis of a MS893 aeroplane failed in flight. The dimensions of the part, the fact that there has been only one reported failure case and the very little number of spare parts ordered to SOCATA lead to consider it is a maintenance issue.

However the possible consequences of a failure of the elevator control clevis (loss of the main pitch control) or of the governor control clevis (loss of the yaw control) lead the DGAC to require an inspection of the fleet.

In addition, the maintenance procedures of these clevis need to be updated.

n/JJD

May 03, 2000

SOCATA
RALLYE 100, 235 & MS 880, MS 890 aircraft

2000-174(A)

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3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following measures are made mandatory from the effective date of this Airworthiness Directive:

As soon as possible and at the latest at the next scheduled inspection:

A - Inspect the elevator and rudder governor control clevis according to the instructions of SOCATA Service Bulletin Rallye Aircraft No. 155-27. If the thickness, at the bent section, is less than 0.045 in (1.1 mm):

- replace the clevis before the next flight ;
- inform SOCATA of the measured thickness of the worn clevis and of its flight hours T.I.S.:

SOCATA Technical Support
Fax: (33) (0)5 62 41 76 54

B - Introduce in the aeroplane maintenance program the maintenance operations on the clevis described in § E of the "accomplishment instructions" section of SOCATA Service Bulletin Rallye Aircraft No. 155-27.

Record the application of this Airworthiness Directive in the aircraft log book.

REF.: SB SOCATA Rallye No. 155-27 dated April 2000
(or further approved revisions).

EFFECTIVE DATE : MAY 13, 2000