



SPECIFIC AIRWORTHINESS SPECIFICATION

NO. EASA.SAS.A.390

for

Slingsby T67

For models: T67A
 T67B Firefly
 T67C Firefly
 T67M Firefly
 T67M-MkII Firefly
 T67M200 Firefly
 T67M260 Firefly
 T67M260-T3A Firefly

This Specific Airworthiness Specification is issued in accordance with Regulation (EC) 216/2008 Article 20(1)(b) and Regulation (EU) 748/2012 Part 21, paragraph 21A.173 (b)2 for the purposes of the issue of a Restricted Certificate of Airworthiness.

This Specific Airworthiness Specification cancels and replaces TC UK BA17 and TCDS No. EASA.A.390



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Table of Content

SECTION 1	Aircraft Design Definition	4
SECTION A	T67A	4
SECTION B	T67B.....	8
SECTION C	T67C.....	12
SECTION D	T67M.....	17
SECTION E	T67M-MkII	21
SECTION F	T67M200	26
SECTION G	T67M260	32
SECTION H	T67M260 T-3A	37
SECTION 2	Airworthiness Directives and Mandatory Service Bulletins	42
SECTION 3	Occurrence Reporting.....	44
SECTION 4	Other Limitations	45
SECTION 5	Transition period.....	45
SECTION 6	Administrative	46



SECTION 1 AIRCRAFT DESIGN DEFINITION

SECTION A T67A

A.I General

- | | | |
|----|------------------------|---|
| 1. | Type/ Model/ Variant | |
| | 1.1 Type | T67 |
| | 1.2 Model | T67A |
| 2. | Airworthiness Category | Normal, Utility and Aerobatic |
| 3. | Manufacturer | Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ |

A.II Certification Basis

- | | | |
|----|--|---|
| 1. | Ref. date for determining the applicable requirem. | 15 February 1981 |
| 2. | Airworthiness Requirements | CAA Airworthiness Notice 15 Issue 3 dated
15-Feb-1981
Slingsby Modifications – Current Provisions
FAR 23 |
| 3. | Special Conditions | None |
| 4. | Equivalent Safety Findings | None |
| 5. | Environmental Protection | Refer to EASA certification noise levels |



A.III Technical Characteristics and Operational Limitations

1. Type Design Definition: SEL DON 010 (Modification M0)
Drawing No. T67A-00-001
2. Description: Single engine, two-seat cantilever low wing airplane, wooden construction, fixed tricycle landing gear, conventional tail
3. Equipment: (14 volt DC system) Refer document SEL DON 010
4. Dimensions:

Span	10.6 m	(34 ft 9¼ in)
Length	7.37 m	(24 ft 2 in)
Height	2.37 m	(7 ft 9¼ in)
Wing Area	12.60 m ²	(135.63 ft ²)
5. Engines:

1 Textron Lycoming O-235-L2A Pre Mods M219, M406A, M406B FAA Engine Type Certificate Data Sheet E-223 Or 1 Textron Lycoming O-235-N2A Post Mod M219, FAA Engine Type Certificate Data Sheet E-223 Or 1 Textron Lycoming O-235-L2C Post Mod M406A, FAA Engine Type Certificate Data Sheet E-223 Or 1 Textron Lycoming O-235-N2C Post Mod M406B, FAA Engine Type Certificate Data Sheet E-223

- 5.1 Engine Limits: for L2A, L2C, N2A & N2C

Max take-off rotational speed	2800 r.p.m.
Max continuous rotational speed	2800 r.p.m.
- For powerplant limitations refer to AFM, TPT67A/FM, Section 2.
6. (Reserved)
7. Propellers:

1 Hoffmann HO-14-178-120 (Composite type) LBA Propeller Type Certificate Data Sheet 32.110/1

- 7.1 Settings: N/A - Fixed Pitch
8. Fluids:

8.1 Fuel: AVGAS 100/130 or AVGAS 100 LL
8.2 Oil: Oils conforming to Mil. spec. MIL-L-60828 For more details see AFM, TPT67A/FM, Section 1



- | | | | |
|---|--|----------------|------------------|
| 9. Fluid capacities: | | | |
| 9.1 Fuel: | Total: | 80 litres | 17.6 Imp Gallons |
| | Usable: | 79litres | 17.4 Imp Gallons |
| | | | |
| 9.2 Oil: | Maximum: | 5.678 litres | 6 US qts |
| | Minimum: | 4.494 litres | 4¾ US qts |
| | For more details see AFM, TPT67A/FM, Section 2 | | |
| 10. Air Speeds: | | | |
| Design Manoeuvring Speed V_A : | up to 750 kg (1650 lb) | 123 KIAS | |
| Flap Extended Speed V_{FE} : | full flaps | 92 KIAS | |
| | take-off flaps | 92 KIAS | |
| | | | |
| Maximum structural cruising speed V_{NO}
(= Maximum structural design speed V_C): | | 123 KIAS | |
| Never exceed speed V_{NE} : | | 138 KIAS | |
| | | | |
| 11. Maximum Operating Altitude: | Not Specified | | |
| | | | |
| 12. All weather Capability: | Day-VFR | | |
| | Night | see Note 2 | |
| | IFR | see Note 1 & 2 | |
| | Flight in icing conditions is forbidden | | |
| | | | |
| 13. Maximum Total Weight Authorised (MTWA): | | | |
| Take-off: | 750 kg (1650 lb) | | |
| Landing: | 750 kg (1650 lb) | | |
| For Aerobatics: | 720 kg (1584 lb) | | |
| | | | |
| 14. Centre of Gravity Limits at MTWA: | | | |
| Cat. 'A': 720 kg (1584 lb) | | | |
| Forward limit | 0.81 m (2 ft 8 ins) aft of Datum | | |
| Aft limit: | 0.94 m (3 ft 1 ins) aft of Datum | | |
| Cat. 'U': 750 kg (1650 lb) | | | |
| Forward limit | 0.81 m (2 ft 8 ins) aft of Datum | | |
| Aft limit: | 0.953 m (3 ft 1½ ins) aft of Datum | | |
| | | | |
| 15. Datum: | Forward face of Frame 1 | | |
| | | | |
| 16. (reserved) | | | |
| | | | |
| 17. Levelling Means: | Port Cockpit sill (upper port longeron) | | |
| | | | |
| 18. Minimum Flight Crew: | 1 Pilot | | |
| | | | |
| 19. Maximum Passenger Seating Capacity: | 2, including pilot. This number is limited by the space available in the cabin | | |



20. (Reserved)

21. Baggage/Cargo Compartments

Location behind Seats	Max. Allowable Load 30 kg (66 lbs)
-----------------------	------------------------------------

22. Wheels and Tyres

Nose Wheel Tyre Size (Pre Mod M68, or M71, or M136A)	4.00 – 4 (300 x 100)
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Nose Wheel Tyre Size (Post Mod M68, or M71, or M136A)	5.00 – 5 (minimum 4 ply rating)
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Main Wheel Tyre Size (Pre Mod M136B)	380 x 150
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Main Wheel Tyre Size (Post Mod M136B)	6.00 – 6 (minimum 4 ply rating)
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A.IV Operating and Service Instructions

T67A Aircraft Flight Manual (AFM)	TPT67A/FM-A
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T67A Aircraft Maintenance Manual (MM) Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations) Service, Change (Modification), and Information Bulletins	TPT67A/MM-A
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A.V Notes

1. For daytime VFR and IFR flight outside controlled airspace operation, the optional Modification M 49 must be incorporated.
2. As note 2 above and Night operation the optional Modification M50 must be incorporated.
3. The following G limits apply:

Weights:	750 kg (1650 lb)	720 kg (1584 lb)
Flaps up:	+4	+6
	-1.8	-3
Flaps down:	+2	+2
	0	0



SECTION B T67B

B.I General

- | | |
|---------------------------|---|
| 1. Type/ Model/ Variant | |
| 1.1 Type | T67 |
| 1.2 Model | T67B Firefly |
| 2. Airworthiness Category | Normal, Utility and Aerobatic |
| 3. Manufacturer | Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ |

B.II Certification Basis

- | | |
|---|--|
| 1. Reference Date for determining the applicable requirements | 2 December 1982 |
| 2. Airworthiness Requirements | Requirements Based on US CFR 14 Part 23 at Amendment 23-27 and UK CAA BCARs Section K, Chapters 2-2 to 2-5 and requirements for certification of composite structures as detailed in CAA letter to Slingsby Aviation Limited., reference 9/30/GSL2408 dated 2 nd December 1982. |
| 3. Special Conditions | None |
| 4. Exemptions | None |
| 5. Deviations | None |
| 6. Equivalent Safety Findings | None |
| 7. Environmental Protection | Refer to EASA certification noise levels |



B.III Technical Characteristics and Operational Limitations

1. Type Design Definition: SAL DON 150 (Modification M110)
Drawing No. T67B-00-001

See note 5 for T67B to T67C conversion, ref Mod M569.

2. Description: Single engine, two-seat cantilever low wing airplane, Composite (GRP) construction, fixed tricycle landing gear, conventional tail

3. Equipment: (14 volt DC system) Refer document SAL DON 150

4. Dimensions:
- | | | |
|-----------|----------------------|---------------------------|
| Span | 10.6 m | (34 ft 9¼ in) |
| Length | 7.32 m | (24 ft 1 in) |
| Height | 2.36 m | (7 ft 9 in) |
| Wing Area | 12.60 m ² | (135.63 ft ²) |

5. Engines:
- 1 Textron Lycoming O-235-N2A
Pre Mod M406B,
FAA Engine Type Certificate Data Sheet E-223
Or
1 Textron Lycoming O-235-N2C
Post Mod M406B,
FAA Engine Type Certificate Data Sheet E-223

- 5.1 Engine Limits: for N2A & N2C
- The Highest Power in the Normal Operating Range (HPNOR) is 2600 r.p.m. Apart from an emergency, the power in normal operations should not exceed HPNOR.

For powerplant limitations refer to AFM, TP.T67B/FM, Section 2.

6. (Reserved)

7. Propellers:
- 1 Sensenich 72CK-0-56 (Metal type)
FAA Propeller Type Certificate Data Sheet P-904

- 7.1 Settings
- N/A - Fixed Pitch

8. Fluids:
- 8.1 Fuel: AVGAS 100 LL
- 8.2 Oil: Oils conforming to Mil. Spec. MIL-L-22851
For more details see AFM, TP.T67B/FM, Section 1

9. Fluid capacities:
- 9.1 Fuel:
- | | | |
|---------|--------------|------------------|
| Total: | 117 litres | 25.8 Imp Gallons |
| Usable: | 112.5 litres | 24.7 Imp Gallons |
- 9.2 Oil:
- | | | |
|----------|--------------|----------|
| Maximum: | 5.678 litres | 6 US qts |
|----------|--------------|----------|



Minimum: 4.494 litres 4¾ US qts
For more details see AFM, TP.T67B/FM, Section 2

10. Air Speeds:
Design Manoeuvring Speed V_A : up to 862 kg (1900 lb) 130 KIAS

Flap Extended Speed V_{FE} : full flaps 88 KIAS
take-off flaps 88 KIAS

Maximum structural cruising speed V_{NO}
(= Maximum structural design speed V_C): 130 KIAS

Never exceed speed V_{NE} : 165 KIAS
11. Maximum Operating Altitude: 3658 m (12 000 ft) without oxygen equipment being fitted
12. All weather Capability: Day-VFR
IMC and Night see Note 1
IFR see Note 1
Flight into known icing conditions is prohibited
13. Maximum Total Weight Authorised (MTWA):
Take-off: 862 kg (1900 lb)

Landing: 862 kg (1900 lb)

For Aerobatics: 862 kg (1900 lb)
14. Centre of Gravity Limits at MTWA:
Forward limit 0.862 m (2 ft 9.94 ins) aft of Datum

Aft limit: 0.94 m (3 ft 1 ins) aft of Datum

For limits at other weights refer to the T67B Flight Manual ref. TP T67B/FM
15. Datum: Forward face of Frame 1
16. (reserved)
17. Levelling Means: Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing
18. Minimum Flight Crew: 1 Pilot
19. Maximum Passenger Seating Capacity: 2, including pilot. This number is limited by the space available in the cabin.
20. (Reserved)



21. Baggage / Cargo Compartments

Location behind Seats	Max. Allowable Load 18 kg (40 lbs)
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22. Wheels and Tyres

Nose Wheel Tyre Size	5.00 – 5 (minimum 4 ply rating)
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Main Wheel Tyre Size	6.00 – 6 (minimum 4 ply rating)
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B.IV Operating and Service Instructions

T67B Firefly Aircraft Flight Manual (AFM)	TP.T67B/FM
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T67B Firefly Aircraft Maintenance Manual (MM)	T67B/MM
Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations) Service, Change (Modification), and Information Bulletins	

B.V Notes

1. For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
2. Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual TP.T67B/FM.
3. Structural temperature restrictions are applicable refer aircraft Flight Manual TP.T67B/FM and note 4 below.

4. The following G limits apply:

Weights:	862 kg (1900 lb) below 50°C	50°C & above
Flaps up:	+6	+4.4
	-3	-2
Flaps down:	+2	+2
	-1	-1

Refer Flight Manual TP.T67B/FM for further details.

5. T67B aircraft may be modified to T67C standard IAW Slingsby Modification M569, UK CAA AAN 24296 refers.

First certified aircraft is works number 2015. Aircraft retain T67B 12 volt system. T67C power plant (with 12 volt ancillaries) and propeller are fitted, general and performance data as per Section C (T67C) of this TCDS. T67C G limits apply but structural temperature is limited to 40°C. For design standard refer to T67C-900-001, drawing number T67C-00-006.



SECTION C T67C

C.I General

- | | |
|---------------------------|---|
| 1. Type/ Model/ Variant | |
| 1.1 Type | T67 |
| 1.2 Model | T67C Firefly |
| 2. Airworthiness Category | Normal, Utility and Aerobatic |
| 3. Manufacturer | Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ |

C.II Certification Basis

- | | |
|---|---|
| 1. Reference Date for determining the applicable requirements | 2 December 1982 |
| 2. Airworthiness Requirements | Requirements Based on US CFR 14 Part 23 at Amendment 23-27 and UK CAA BCARs Section K, Chapters 2-2 to 2-5 and requirements for certification of composite structures as detailed in CAA letter to Slingsby Aviation Limited., reference 9/30/GSL2408 dated 2 nd December 1982 |
| 3. Special Conditions | None |
| 4. Exemptions | None |
| 5. Deviations | None |
| 6. Equivalent Safety Findings | None |
| 7. Environmental Protection | Refer to EASA certification noise levels |



C.III Technical Characteristics and Operational Limitations

1. Type Design Definition: SAL DON 190 (Modification M130)
Drawing No. T67C-00-001
 2. Description: Single engine, two-seat cantilever low wing airplane, Composite (GRP) construction, fixed tricycle landing gear, conventional tail
 3. Equipment: (28 volt DC system) Refer document SAL DON 190
 4. Dimensions:

Span	10.6 m	(34 ft 9 ¼ in)
Length	7.32 m	(24 ft 1 in)
Height Pre Mod M468	2.36 m	(7 ft 9 in)
Height Post Mod M468	2.29 m	(7 ft 6 in)
Wing Area	12.60 m ²	(135.63 ft ²)
 5. Engines: 1 Textron Lycoming O-320-D2A
FAA Engine Type Certificate Data Sheet E-274
 - 5.1 Engine Limits:

Max take-off rotational speed	2700 r.p.m.
Max continuous rotational speed	2700 r.p.m.
- For powerplant limitations refer to AFM, TP.T67C/FM, or TP.T67C/3/FM Section 2.
6. (Reserved)
 7. Propellers: 1 Sensenich 74DM6-0-64 (Metal type)
FAA Propeller Type Certificate Data Sheet P-886
 - 7.1. Settings N/A - Fixed Pitch
 8. Fluids:
 - 8.1 Fuel: AVGAS 100 LL
 - 8.2 Oil: Oils conforming to Mil. Spec. MIL-L-22851
For more details see AFM, TP.T67C/FM, or TP.T67C/3/FM Section 1
 9. Fluid capacities:
 - 9.1 Fuel: Fuselage Tank (Pre Mod M156)

Total:	117 litres	25.8 Imp Gallons
Usable:	112.5 litres	24.7 Imp Gallons
 - 9.2 Fuel: Wing Tanks (Post Mod M156)

Total:	161.4 litres	35.5 Imp Gallons	(42.6 US Gallons)
Usable:	157.4 litres	34.62 Imp Gallons	(41.54 US Gallons)
 - 9.3 Oil:

Maximum:	7.57 litres	8 US qts
Usable:	5.678 litres	6 US qts

For more details see AFM, TP.T67C/FM, or TP.T67C/3/FM Section 2



10. Air Speeds:

Design Manoeuvring Speed V_A :		
(Pre Mod M156)	up to 907 kg (2000 lb)	140 KIAS
(Post Mod M156, Pre & Post Mod M357,)	up to 953 kg (2100 lb)	140 KIAS
(Pre Mod M439)		
(Post Mod M156, Post Mod M357,)	up to 953 kg (2100 lb)	143 KIAS
(Post Mod M439)		
Flap Extended Speed V_{FE} :		
(Pre Mod M656)	full flaps	88 KIAS
	take-off flaps	88 KIAS
(Post Mod M656)	full flaps	98 KIAS
	take-off flaps	120 KIAS
Maximum structural cruising speed V_{NO}		
(= Maximum structural design speed V_C):		140 KIAS
Never exceed speed V_{NE} :		180 KIAS

11. Maximum Operating Altitude: 3658m (12 000ft) without oxygen equipment being fitted

12. All weather Capability: Day-VFR
IMC and Night see Note 1
IFR see Note 1
Flight into known icing conditions is prohibited

13. Maximum Total Weight Authorised (MTWA):

Take-off:	
(Pre & Post M156, Pre Mod M357)	907 kg (2000 lb)
(Post Mod M 156, Post Mod M357, Pre Mod M495)	953 kg (2100 lb)
((Post Mod M 156,Post Mod M495)	975 kg (2150 lb)
Landing:	
(Pre & Post M156, Pre Mod M357)	907 kg (2000 lb)
(Post Mod M 156, Post Mod M357, Pre Mod M495)	953 kg (2100 lb)
((Post Mod M 156,Post Mod M495)	975 kg (2150 lb)
For Aerobatics:	
(Pre & Post M156, Pre Mod M357)	907 kg (2000 lb)
(Post Mod M 156, Post Mod M357, Pre Mod M495)	953 kg (2100 lb)
((Post Mod M 156,Post Mod M495)	975 kg (2150 lb)

14. Centre of Gravity Limits at MTWA:

Pre Mod M156		
Forward limit:	907 kg (2000 lb)	0.81 m (2 ft 7.89 ins) aft of Datum
Aft limit:	907 kg (2000 lb)	0.901 m (2 ft 11.47 ins) aft of Datum



For limits at other weights refer to the T67C Flight Manual ref. TP T67C/FM

Post Mod M156, Pre Mod M495

Forward limit 953 kg (2100 lb) 0.862 m (2 ft 9.94 ins) aft of Datum

Aft limit: 953 kg (2100 lb) 0.901 m (2 ft 11.47 ins) aft of Datum

For limits at other weights refer to the T67C Flight Manual ref. TP T67C/3/FM

Post Mod M495

Forward limit 975 kg (2150 lb) 0.870 m (2 ft 10.25 ins) aft of Datum

Aft limit: 975 kg (2150 lb) 0.914 m (3 ft 0 ins) aft of Datum

For limits at other weights refer to the T67C Flight Manual ref. TP T67C/3/FM

- | | |
|---|--|
| 15. Datum: | Forward face of Frame 1 |
| 16. (reserved) | |
| 17. Levelling Means: | Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing |
| 18. Minimum Flight Crew: | 1 Pilot |
| 19. Maximum Passenger Seating Capacity: | 2, including pilot. This number is limited by the space available in the cabin. |
| 20. (Reserved) | |
| 21. Baggage / Cargo Compartments | |
| Location Behind Seats | Max. Allowable Load 30 kg (66 lbs) |
| 22. Wheels and Tyres | |
| Nose Wheel Tyre Size | 5.00 – 5 (minimum 4 ply rating) |
| Main Wheel Tyre Size | 6.00 – 6 (minimum 4 ply rating) |



C.IV Operating and Service Instructions

T67C Firefly Aircraft Flight Manual (AFM)

TP.T67C/FM (Pre Mod M156) or
TP.T67C/3/M (Post Mod M156)

T67C Firefly Aircraft Maintenance Manual (MM)
Incorporates Maintenance Schedule as Part of Section 2
(incl. Airworthiness Limitations)
Service, Change (Modification), and Information Bulletins

T67C/MM

C.V Notes

1. For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
2. Modifications M357, M439, M495 and M656 are non-structural Modifications.
3. Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual TP.T67C/FM or TP.T67C/3/M.
4. Structural temperature restrictions are applicable refer aircraft Flight Manual TP.T67C/FM or TP.T67C/3/M and note 5 below.

5. The following G limits apply:

Weights: For MTWA up to 975 kg (2150 lb)	below 50°C	50°C & above
Flaps up:	+6 -3	+4.4 -2
Flaps down:	+2 -1	+2 -1

Refer Flight Manual TP.T67C/FM or TP.T67C/3/M for further details.



SECTION D T67M

D.I General

- | | |
|---------------------------|---|
| 1. Type/ Model/ Variant | |
| 1.1 Type | T67 |
| 1.2 Model | T67M Firefly |
| 2. Airworthiness Category | Normal, Utility and Aerobatic |
| 3. Manufacturer | Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ |

D.II Certification Basis

- | | |
|---|---|
| 1. Reference Date for determining the applicable requirements | 2 December 1982 |
| 2. Airworthiness Requirements | Requirements Based on US CFR 14 Part 23 at Amendment 23-27 and UK CAA BCARs Section K, Chapters 2-2 to 2-5 and requirements for certification of composite structures as detailed in CAA letter to Slingsby Advanced Composites Limited., reference 9/30/GSL2408 dated 2 nd December 1982. |
| 3. Special Conditions | None |
| 4. Exemptions | None |
| 5. Deviations | None |
| 6. Equivalent Safety Findings | None |
| 7. Environmental Protection | Refer to EASA certification noise levels |



D.III Technical Characteristics and Operational Limitations

1. Type Design Definition: SAL DON 110 (Modification M100)
Drawing No. T67M-00-001
 2. Description: Single engine, two-seat cantilever low wing airplane, Composite (GRP) construction, fixed tricycle landing gear, conventional tail
 3. Equipment: (28 volt DC system) Refer document SAL DON 110
 4. Dimensions:

Span	10.6 m	(34 ft 9¼ in)
Length	7.29 m	(23 ft 11 in)
Height	2.36 m	(7 ft 9 in)
Wing Area	12.60 m ²	(135.63 ft ²)
 5. Engines: 1 Textron Lycoming AEIO-320-D1B
FAA Engine Type Certificate Data Sheet 1E12
 - 5.1 Engine Limits:

Max take-off rotational speed	2700 r.p.m.
Max continuous rotational speed	2700 r.p.m.
- For powerplant limitations refer to AFM, TP.T67M/FM.
6. (Reserved)
 7. Propellers: 1 Hoffmann HO-V72L-V/V180CB (Composite type)
LBA Propeller Type Certificate Data Sheet 32.130/19
 - 7.1 Settings

Low pitch setting	14°
High pitch setting	30°
 8. Fluids:
 - 8.1 Fuel: AVGAS 100 LL
 - 8.2 Oil: Oils conforming to Mil. Spec. MIL-L-22851
For more details see AFM, TP.T67M/FM
 9. Fluid capacities:
 - 9.1 Fuel:

Total:	116.8 litres	25.7 Imp Gallons
Usable:	109 litres	24 Imp Gallons
 - 9.2 Oil:

Maximum:	7.57 litres	8 US qts
Usable:	5.678 litres	6 US qts

For more details see AFM, TP.T67M/FM, or



10. Air Speeds:
- | | | |
|---|------------------------|----------|
| Design Manoeuvring Speed V_A : | up to 907 kg (2000 lb) | 140 KIAS |
| Flap Extended Speed V_{FE} : | full flaps | 88 KIAS |
| | take-off flaps | 88 KIAS |
| Maximum structural cruising speed V_{NO}
(= Maximum structural design speed V_C): | | 140 KIAS |
| Never exceed speed V_{NE} : | | 180 KIAS |
11. Maximum Operating Altitude: 3658 m (12 000 ft) without oxygen equipment being fitted
12. All weather Capability: Day-VFR
IMC and Night see Note 1
IFR see Note 1
Flight into known icing conditions is prohibited
13. Maximum Total Weight Authorised (MTWA):
- | | |
|-----------------|-----------------------------------|
| Take-off: | 907 kg (2000 lb) |
| Landing: | 907 kg (2000 lb) |
| For Aerobatics: | Refer to AFM TP.T67M/FM Section 2 |
14. Centre of Gravity Limits at MTWA:
- | | | |
|---------------|------------------|--------------------------------------|
| Forward limit | 907 kg (2000 lb) | 0.810 m (2 ft 7.89 ins) aft of Datum |
| Aft limit: | 907 kg (2000 lb) | 0.930 m (3 ft 0.6 ins) aft of Datum |
- For limits at other weights refer to the T67M Flight Manual ref. TP T67M/FM.
15. Datum: Forward face of Frame 1
16. (reserved)
17. Levelling Means: Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing
18. Minimum Flight Crew: 1 Pilot
19. Maximum Passenger Seating Capacity: 2, including pilot. This number is limited by the space available in the cabin.
20. (Reserved)



21. Baggage / Cargo Compartments

Location Behind Seats	Max. Allowable Load 30 kg (66 lbs)
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22. Wheels and Tyres

Nose Wheel Tyre Size	5.00 – 5 (minimum 4 ply rating)
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Main Wheel Tyre Size	6.00 – 6 (minimum 4 ply rating)
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D.IV Operating and Service Instructions

T67M Firefly Aircraft Flight Manual (AFM)	TP.T67M/FM
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T67M Firefly Aircraft Maintenance Manual (MM)	T67M/MM
Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations) Service, Change (Modification), and Information Bulletins	

D.V Notes

1. For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
2. Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual TP.T67M/FM.
3. Structural temperature restrictions are applicable. Maximum permissible structure temperature for aerobatics is 50°C Post Mod M170 or 40°C Pre Mod M170. Refer aircraft Flight Manual TP.T67M/FM.

4. The following G limits apply: See note 5

Weights:	MTWA 907 kg (2000 lb)	884 kg (1950 lb)
Flaps up:	+4.4	+6
	-1.8	-3
Flaps down:	+2	+2
	-1	-1

Refer Flight Manual TP.T67M/FM for further details.

5. For Works number 1999 maximum manoeuvring load factors at MTWA 907 kg (2000 lb) apply as follows:

Flaps up:	+4.4
	-1.8
Flaps down:	+2
	-1



SECTION E T67M-MKII

E.I General

- | | |
|---------------------------|---|
| 1. Type/ Model/ Variant | |
| 1.1 Type | T67 |
| 1.2 Model | T67M MkII Firefly |
| 2. Airworthiness Category | Normal, Utility and Aerobatic |
| 3. Manufacturer | Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ |

E.II Certification Basis

- | | |
|---|--|
| 1. Reference Date for determining the applicable requirements | 20 December 1985 |
| 2. Airworthiness Requirements | Requirements Based on US CFR 14 Part 23 at Amendment 23-27 and UK CAA BCARs Section K, Chapters 2-2 to 2-5 and requirements for certification of composite structures as detailed in CAA letter to Slingsby Aviation Limited., reference 9/30/GSL2408 dated 2 nd December 1982. |
| 3. Special Conditions | None |
| 4. Exemptions | None |
| 5. Deviations | None |
| 6. Equivalent Safety Findings | None |
| 7. Environmental Protection | Refer to EASA certification noise levels |



E.III Technical Characteristics and Operational Limitations

1. Type Design Definition: SAL DON 205
Drawing No. T67M-00-001 issue 8
 2. Description: Single engine, two-seat cantilever low wing airplane, Composite (GRP) construction, fixed tricycle landing gear, conventional tail
 3. Equipment: (28 volt DC system) Refer document SAL DON 110
 4. Dimensions:

Span	10.6 m	(34 ft 9¼ in)
Length	7.29 m	(23 ft 11 in)
Height Pre Mod M468	2.36 m	(7 ft 9 in)
Height Post Mod M468	2.29 m	(7 ft 6 in)
Wing Area	12.60 m ²	(135.63 ft ²)
 5. Engines: 1 Textron Lycoming AEIO-320-D1B
FAA Engine Type Certificate Data Sheet 1E12
 - 5.1 Engine Limits:

Max take-off rotational speed	2700 r.p.m.
Max continuous rotational speed	2700 r.p.m.
- For powerplant limitations refer to AFM, TP.T67M-MkII/FM.
6. (Reserved)
 7. Propellers: 1 Hoffmann HO-V72L-V/V180CB (Composite type)
LBA Propeller Type Certificate Data Sheet 32.130/19
 - 7.1 Settings

Low pitch setting	14°
High pitch setting	30°
8. Fluids:
 - 8.1 Fuel: AVGAS 100 LL
 - 8.2 Oil: Oils conforming to Mil. Spec. MIL-L-22851
For more details see AFM, TP.T67M-MkII/FM
 9. Fluid capacities:
 - 9.1 Fuel: Wing Tanks

Total:	161.4 litres	35.5 Imp Gallons
Usable:	157.4 litres	34.62 Imp Gallons
 - 9.2 Oil:

Maximum:	7.57 litres	8 US qts
Usable:	5.678 litres	6 US qts

For more details see AFM, TP.T67M-MkII/FM, or



10. Air Speeds:
- | | | |
|---|------------------------|----------|
| Design Manoeuvring Speed V_A : | up to 907 kg (2000 lb) | 140 KIAS |
| Flap Extended Speed V_{FE} : (Pre Mod M656) | | |
| | full flaps | 88 KIAS |
| | take-off flaps | 88 KIAS |
| Flap Extended Speed V_{FE} : (Post Mod M656) | | |
| | full flaps | 98 KIAS |
| | take-off flaps | 120 KIAS |
| Maximum structural cruising speed V_{NO}
(= Maximum structural design speed V_C): | | |
| | | 140 KIAS |
| Never exceed speed V_{NE} : | | |
| | | 180 KIAS |
11. Maximum Operating Altitude: 3658 M (12 000 ft) without oxygen equipment being fitted
12. All weather Capability:
- | | |
|--|------------|
| Day-VFR | |
| IMC and Night | see Note 1 |
| IFR | see Note 1 |
| Flight into known icing conditions is prohibited | |
13. Maximum Total Weights Authorised (MTWA):
- | | |
|--------------------------------|------------------|
| Take-off: | |
| (Pre Mod M321) | 907 kg (2000 lb) |
| (Post Mod M 321, Pre Mod M537, | 953 kg (2100 lb) |
| (Post Mod M537) | 975 kg (2150 lb) |
| Landing: | |
| (Pre Mod M321) | 907 kg (2000 lb) |
| (Post Mod M 321, Pre Mod M537, | 953 kg (2100 lb) |
| (Post Mod M537) | 975 kg (2150 lb) |
| For Aerobatics: | |
| (Pre Mod M321) | 907 kg (2000 lb) |
| (Post Mod M 321, Pre Mod M537, | 953 kg (2100 lb) |
| (Post Mod M537) | 975 kg (2150 lb) |
14. Centre of Gravity Limits at MTWA:
- | | | |
|---------------|------------------|--------------------------------------|
| Pre Mod M321 | | |
| Forward limit | 907 kg (2000 lb) | 0.840 m (2 ft 9.07 ins) aft of Datum |
| Aft limit: | | |
| | 907 kg (2000 lb) | 0.927 m (3 ft 0.5 in) aft of Datum |
- For limits at other weights refer to the T67M-MkII Flight Manual TP T67M-MkII/FM.
- | | | |
|-----------------------------|------------------|-------------------------------------|
| Post Mod M321, Pre Mod M537 | | |
| Forward limit | 953 kg (2100 lb) | 0.86 m (2 ft 9.86 ins) aft of Datum |



Aft limit: 953 kg (2100 lb) 0.914 m (2 ft 11.98 in) aft of Datum

For limits at other weights refer to the T67M-MkII Flight Manual TP T67M-MkII/FM.

Post Mod M537

Forward limit 975 kg (2150 lb) 0.868 m (2 ft 10.17 ins) aft of Datum

Aft limit: 907 kg (2150 lb) 0.909 m (2 ft 11.79 in) aft of Datum

For limits at other weights refer to the T67M-MkII Flight Manual TP T67M-MkII/FM.

- | | |
|---|--|
| 15. Datum: | Forward face of Frame 1 |
| 16. (reserved) | |
| 17. Levelling Means: | Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing |
| 18. Minimum Flight Crew: | 1 Pilot |
| 19. Maximum Passenger Seating Capacity: | 2, including pilot. This number is limited by the space available in the cabin. |
| 20. (Reserved) | |
| 21. Baggage / Cargo Compartments | |
| Location Behind Seats | Max. Allowable Load 30 kg (66 lbs) |
| 22. Wheels and Tyres | |
| Nose Wheel Tyre Size | 5.00 – 5 (minimum 4 ply rating) |
| Main Wheel Tyre Size | 6.00 – 6 (minimum 4 ply rating) |



E.IV Operating and Service Instructions

T67M-MkII Firefly Aircraft Flight Manual (AFM)	TP.T67M-MkII/FM
T67M-MkII Firefly Aircraft Maintenance Manual (MM)	T67M-MkII/MM
Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations) Service, Change (Modification), and Information Bulletins	

E.V Notes

- For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
- Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual TP.T67M-MkII/FM.
- Structural temperature restrictions are applicable refer aircraft Flight Manual TP.T67M-MkII/FM and note 4 below. For Post Mod M734B/D aircraft flight prohibitive above 55°C, for Post Mod M516 Addendum 1 & 2 Works numbers 2116 & 2121 flight prohibitive above 45°C.

- The following G limits apply:

4.1 Weights:	For MTWA up to 975 kg (2150 lb)	below 50°C	50°C & above Refer note 2 above
Flaps up:		+6 -3	+4.4 -2
Flaps down:		+2 -1	+2 -1

Refer Flight Manual TP.T67M-MkII/FM or for further details.

4.2 Post Mod M516 Addendum 1 & 2 Works numbers 2116 & 2121			
Weights:	For MTWA up to 975 kg (2150 lb)	below 42°C	42°C & above Refer note 2
	above		
Flaps up:		+6 -3	+4.4 -2
Flaps down:		+2 -1	+2 -1

Refer Flight Manual TP.T67M-MkII/FM or for further details.



SECTION F T67M200

F.I General

- | | |
|---------------------------|---|
| 1. Type/ Model/ Variant | |
| 1.1 Type | T67 |
| 1.2 Model | T67M200 Firefly |
| 2. Airworthiness Category | Normal, Utility and Aerobatic |
| 3. Manufacturer | Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ |

F.II Certification Basis

- | | |
|---|---|
| 1. Reference Date for determining the applicable requirements | 2 December 1982 |
| 2. Airworthiness Requirements | Requirements Based on US CFR 14 Part 23 at Amendment 23-27 and UK CAA BCARs Section K, Chapters 2-2 to 2-5 and requirements for certification of composite structures as detailed in CAA letter to Slingsby Advanced Composites Limited., reference 9/30/GSL2408 dated 2 nd December 1982. |
| 3. Special Conditions | None |
| 4. Exemptions | None |
| 5. (Reserved) Deviations | None |
| 6. Equivalent Safety Findings | None |
| 7. Environmental Protection | Refer to EASA certification noise levels |



F.III Technical Characteristics and Operational Limitations

1. Type Design Definition: SAL DON 200 (Post Mod M150)
Drawing No. T67F-00-001

2. Description: Single engine, two-seat cantilever low wing airplane, Composite (GRP) construction, fixed tricycle landing gear, conventional tail

3. Equipment: (28 volt DC system) Refer document SAL DON 200

4. Dimensions:

Span	10.6 m	(34 ft 9¼ in)
Length	7.323 m	(24 ft 2 in)
Height Pre Mod M468	2.36 m	(7 ft 9 in)
Height Post Mod M468	2.29 m	(7 ft 6 in)
Wing Area	12.60 m ²	(135.63 ft ²)

5. Engines:

(Pre Mod M917)	1 Textron Lycoming AEIO-360-A1E FAA Engine Type Certificate Data Sheet 1E10
(Post Mod M917)	1 Textron Lycoming AEIO-360-A1E6 FAA Engine Type Certificate Data Sheet 1E10

- 5.1 Engine Limits:

Max take-off rotational speed	2700 r.p.m.
Max continuous rotational speed	2700 r.p.m.

For powerplant limitations refer to AFM, TP.T67M200/FM or T67M200/CS/POH

6. (Reserved)

7. Propellers:

(Pre Mod M333)	1 Hoffmann HO-V123K-V/180R (Composite type) LBA Propeller Type Certificate Data Sheet 32.130/17
(Post Mod M333, Pre Mod M822)	1 Hoffmann HO-V123K-V/180DT (Composite type) LBA Propeller Type Certificate Data Sheet 32.130/17
(Post Mod M822)	1 Hoffmann HO-V123K-KV/180DT (Composite type) LBA Propeller Type Certificate Data Sheet 32.130/17

- 7.1 Settings:

(Pre Mod M333)	Low pitch setting	13°
	High pitch setting	32°-34°
(Post Mod M333, Pre Mod M822)	Low pitch setting	10° 50'
	High pitch setting	26°



(Post Mod M822)	Low pitch setting	10° 50'
	High pitch setting	26°
8. Fluids:		
8.1 Fuel:	AVGAS 100 LL	
8.2 Oil:	Oils conforming to Mil. Spec. MIL-L-22851 For more details see AFM, TP.T67M200/FM, or T67M200/CS/POH	
9. Fluid capacities:		
9.1 Fuel: Wing Tanks		
Total:	161.4 litres	35.5 Imp Gallons
Usable:	157.4 litres	34.62 Imp Gallons
9.2 Oil:	Maximum: 7.57 litres 8 US qts Usable: 3.79 litres 4 US qts For more details see AFM, TP.T67M200/FM, or T67M200/CS/POH	
10. Air Speeds:		
Design Manoeuvring Speed V_A :	up to 1020 kg (2250 lb)	140 KIAS
Flap Extended Speed V_{FE} : (Pre Mod M656)	full flaps	88 KIAS
	take-off flaps	88 KIAS
Flap Extended Speed V_{FE} : (Post Mod M656)	full flaps	98 KIAS
	take-off flaps	120 KIAS
Maximum structural cruising speed V_{NO} (= Maximum structural design speed V_C):		140 KIAS
Never exceed speed V_{NE} :		180 KIAS
11. Maximum Operating Altitude:	3658 m (12 000) without oxygen equipment being fitted	
12. All weather Capability:	Day-VFR IMC and Night see Note 1 IFR see Note 1 Flight into known icing conditions is prohibited	
13. Maximum Total Weight Authorised (MTWA):		
Take-off:		
(Pre Mod M358)	975 kg (2150 lb)	
(Post Mod M 358, Post Mod M 914)	1020 kg (2250 lb)	
Landing:		
(Pre Mod M358, Post Mod M358,) Pre Mod M914)	975 kg (2150 lb)	



(Post Mod M914)	1020 kg (2250 lb)
-----------------	-------------------

For Aerobatics:

(Pre Mod M358, Post Mod M358,)	975 kg (2150 lb)
--------------------------------	------------------

Pre Mod M914)

(Post Mod M914)	1020 kg (2250 lb)
-----------------	-------------------

14. Centre of Gravity Limits at MTWA:

Pre Mod M358

Forward limit	975 kg (2150 lb)	0.823 m (2 ft 8.4 ins) aft of Datum
---------------	------------------	-------------------------------------

Aft limit:	975 kg (2150 lb)	0.888 m (2 ft 10.96 in) aft of Datum
------------	------------------	--------------------------------------

For limits at other weights refer to the T67M200 Flight Manual TP.T67M200FM.

Post Mod M358, Pre Mod M914 and Post Mod M914

Forward limit	1020 kg (2250 lb)	0.843 m (2 ft 9.19 ins) aft of Datum
---------------	-------------------	--------------------------------------

Aft limit:	1020 kg (2250 lb)	0.888 m (2 ft 10.45 in) aft of Datum
------------	-------------------	--------------------------------------

For limits at other weights refer to the T67M200 Flight Manual TP.T67M200FM or T67M200/CS/POH.

15. Datum:	Forward face of Frame 1
------------	-------------------------

16. (reserved)

17. Levelling Means:	Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward fairing
----------------------	--

18. Minimum Flight Crew:	1 Pilot
--------------------------	---------

19. Maximum Passenger Seating Capacity:	2, including pilot. This number is limited by the space available in the cabin.
---	---

20. (Reserved)

21. Baggage / Cargo Compartments

Location Behind Seats	Max. Allowable Load 30 kg (66 lbs)
-----------------------	------------------------------------



22. Wheels and Tyres

Nose Wheel Tyre Size	5.00 – 5 (minimum 4 ply rating)
Main Wheel Tyre Size	6.00 – 6 (minimum 4 ply rating)

F.IV Operating and Service Instructions

T67M200 Firefly Aircraft Flight Manual (AFM)	TP.T67M200/FM or T67M200/CS/POH
T67M200 Firefly Aircraft Maintenance Manual (MM) Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations) Service, Change (Modification), and Information Bulletins	T67M200/MM

F.V Notes

- For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
- Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual TP.T67M200/FM or T67M200/CS/POH.
- Structural temperature restrictions are applicable. Post Mod M387 & M734A/C aircraft flight prohibitive above 55°C. Refer aircraft Flight Manual TP.T67M200/FM or T67M200/CS/POH and note 4 below.
- The following G limits apply:

4.1	Weights:	For MTWA up to 975 kg (2150 lb)	below 50°C	50°C & above
	Flaps up:		+6 -3	+4.4 -2
	Flaps down:		+2 -1	+2 -1
4.2	Weights:	For MTWA above 975 kg (2150 lb)	below 50°C	50°C & above
	Flaps up:		+3.8 -1.6	+3.8 -1.6
	Flaps down:		+2 -1	+2 -1



4.3 Post Mod M915 aircraft:

Weights:	For MTWA up to 1020 kg (2250 lb)	below 50°C	50°C & above
Flaps up:		+6	+4.4
		-3	-2
Flaps down:		+2	+2
		-1	-1

Refer Flight Manual TP.T67M200/FM or T67M200/CS/POH for further details.



SECTION G T67M260

G.I General

- | | |
|---------------------------|---|
| 1. Type/ Model/ Variant | |
| 1.1 Type | T67 |
| 1.2 Model | T67M260 Firefly |
| 2. Airworthiness Category | Normal, Utility and Aerobatic |
| 3. Manufacturer | Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ |

G.II Certification Basis

- | | |
|---|---|
| 1. Reference Date for determining the applicable requirements
Airworthiness Requirements | Not known
JAR 23 Light Aeroplanes at Draft Issue 4.
Features and characteristics not directly related to increased power and weight over that of the T67M200 meet the certification basis specified in the proceeding Sections B through to F above, T67B through to T67M200 respectively.

Requirements for which compliance was not required as under the derivative principle they relate to features not affected by increased power or weight over that of previous models:-

JAR 23.1091(b)(4) & (5) Air induction system
JAR 23.1143(g) Auxiliary power unit controls
JAR 23.1553 Fuel quantity indication |
| 2. Special Conditions | Refer to Note 5 |
| 3. Exemptions | None |
| 4. Deviations | None |
| 5. Equivalent Safety Findings | Refer to Note 6 |
| 6. Environmental Protection | Refer to EASA certification noise levels |



G.III Technical Characteristics and Operational Limitations

1. Type Design Definition: Doc. No. T67G-900-022 (Post Mod M700)
Drawing No. T67G-00-001
2. Description: Single engine, two-seat cantilever low wing airplane, Composite (GRP) construction, fixed tricycle landing gear, conventional tail
3. Equipment: (28 volt DC system) Refer document T67G-900-022
4. Dimensions:

Span	10.6 m	(34 ft 9¼ in)
Length	7.54 m	(24 ft 9 in)
Height	2.29 m	(7 ft 6 in)
Wing Area	12.60 m ²	(135.63 ft ²)
5. Engines:
(Pre Mod M917)

1 Textron Lycoming AEIO-540-D4A5 FAA Engine Type Certificate Data Sheet 1E4 UK CAA validated 8 th November 1993
--
- 5.1 Engine Limits:

Max take-off rotational speed	2700 r.p.m.
Max continuous rotational speed	2700 r.p.m.
- For powerplant limitations refer to AFM, T67M260/POH
6. (Reserved)
7. Propellers:

1 Hoffmann HO-V123K-KV/180DT (Composite type) LBA Propeller Type Certificate Data Sheet 32.130/17

- 7.1 Settings:

Low pitch setting	10° 50'
High pitch setting	26°
8. Fluids:
 - 8.1 Fuel: AVGAS 100 LL
 - 8.2 Oil: Oils conforming to Mil. Spec. MIL-L-22851
- For more details see AFM, T67M260/POH,
9. Fluid capacities:
 - 9.1 Fuel: Wing Tanks

Total:	161.4 litres	35.5 Imp Gallons
Usable:	157.4 litres	34.62 Imp Gallons
 - 9.2 Oil:

Maximum:	11.36 litres	12 US qts
Minimum:	5.68 litres	6 US qts
For more details see AFM, T67M260/POH		



10. Air Speeds:

Design Manoeuvring Speed V_A :	up to 1157 kg (2550 lb)	140 KIAS
Flap Extended Speed V_{FE} :	full flaps	98 KIAS
	take-off flaps	120 KIAS
Maximum structural cruising speed V_{NO} (= Maximum structural design speed V_C):		156 KIAS
Never exceed speed V_{NE} :		195 KIAS

11. Maximum Operating Altitude: 3048 m (10 000 ft) without oxygen equipment being fitted

12. All weather Capability:

Day-VFR
IMC and Night see Note 1
IFR see Note 1
Flight into known icing conditions is prohibited

13. Maximum Total Weight Authorised (MTWA):

Take-off:	
(Pre Mod M605)	1146 kg (2525 lb)
(Post Mod M605)	1157 kg (2550 lb)
Landing:	
(Pre Mod M605)	1146 kg (2525 lb)
(Post Mod M605)	1157 kg (2550 lb)
For Aerobatics:	
(Pre Mod M605)	1146 kg (2525 lb)
(Post Mod M605)	1157 kg (2550 lb)

14. Centre of Gravity Limits at MTWA

Pre Mod M605	
Forward limit	1146 kg (2525 lb) 0.784 m (2 ft 6.9 ins) aft of Datum
Aft limit:	1146 kg (2525 lb) 0.866 m (2 ft 10.1 in) aft of Datum
Post Mod M605	
Forward limit	1157 kg (2550 lb) 0.787 m (2 ft 7 ins) aft of Datum
Aft limit:	1157 kg (2550 lb) 0.864 m (2 ft 10 in) aft of Datum

For limits at other weights refer to the T67M260 Flight Manual T67M260POH.

15. Datum: Forward face of Frame 1

16. (reserved)

17. Levelling Means: Levelling board (T67B-88-307) placed on aft



fuselage between canopy rail and fin forward fairing

- | | |
|---|---|
| 18. Minimum Flight Crew: | 1 Pilot |
| 19. Maximum Passenger Seating Capacity: | 2, including pilot. This number is limited by the space available in the cabin. |
| 20. (Reserved) | |
| 21. Baggage / Cargo Compartments | |
| Location Behind Seats | Max. Allowable Load 30 kg (66 lbs) |
| 22. Wheels and Tyres | |
| Nose Wheel Tyre Size | 5.00 – 5 (minimum 4 ply rating) |
| Main Wheel Tyre Size | 6.00 – 6 (minimum 6 ply rating) |

G.IV Operating and Service Instructions

T67M260 Firefly Aircraft Flight Manual (AFM)	T67M260/POH
T67M260 Firefly Aircraft Maintenance Manual (MM)	T67M260/MM
Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations) Service, Change (Modification), and Information Bulletins	

G.V Notes

- For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
- Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual T67M260/POH.
- Structural temperature restrictions are applicable, aircraft flight prohibitive above 55°C. Refer aircraft Flight Manual T67M260/POH and note 4 below.

- The following G limits apply:

4.1 Post Mod M725A:

Weights:	For MTWA up to 975 kg (2550 lb)	below 50°C	50°C & above
Flaps up:		+6	+4.4
		-3	-2
Flaps down:		+3	+3
		-1	-1



4.2 Post Mod M950:

Weights:	For MTWA above 975 kg (2150 lb)	below 50°C	50°C & above
Flaps up:		+3.8 -1.6	+3.8 -1.6
Flaps down:		+2 -1	+2 -1

Refer Flight Manual T67M260/POH for further details.

5. The following CAA Airworthiness Notes apply:

- 5.1 Airworthiness Notice No. 76
Airworthiness Notice No. 88

Electrical power supplies for aircraft radio systems.
Electrical generation systems bus-bar low voltage warning. Special Conditions relating to high intensity radiation fields, (HIRF), and the direct and indirect effects of lightning.

6. Item of equivalent safety:

JAR 23.961 requires that the fuel systems must be free from vapour lock when using fuel at a temperature of 110°F.

This is approved on the basis of equivalent safety from tests conducted using fuel at 106°F, satisfactory experience with the similar T67M200 and the high fuel flow margin provided by the fuel pump.

SAL FTR 042 cleared the T67M260 variant to 110°F (43.3°C) this showing compliance with JAR 23.961.



SECTION H T67M260 T-3A

H.I General

- | | |
|---------------------------|---|
| 1. Type/ Model/ Variant | |
| 1.1 Type | T67 |
| 1.2 Model | T67M260 T-3A Firefly |
| 2. Airworthiness Category | Normal, Utility and Aerobatic |
| 3. Manufacturer | Slingsby Advanced Composites Limited
Ings Lane
Kirkbymoorside
North Yorkshire
England, YO62 6EZ |

H.II Certification Basis

- | | |
|---|---|
| 1. Reference Date for determining the applicable requirements | Not Known |
| 2. Airworthiness Requirements | 14 CFR Part 23 dated February 1 st 1965
amended through amendment 23-42 effective February 4 th 1991 and those paragraphs in Subpart C, Emergency Landing Conditions, as amended through amendment 23-35, effective October 11 th 1988. |
| 3. Special Conditions | Refer to Note 5 |
| 4. Exemptions | None |
| 5. (Reserved) Deviations | None |
| 6. Equivalent Safety Findings | Refer to Note 6 |
| 7. Environmental Protection | Refer to EASA certification noise levels |



H.III Technical Characteristics and Operational Limitations

1. Type Design Definition: Doc. No. T67G-900-006 (Post Mod M500)
Drawing No. T67G-00-001
2. Description: Single engine, two-seat cantilever low wing airplane, Composite (GRP) construction, fixed tricycle landing gear, conventional tail
3. Equipment: (28 volt DC system) Refer document T67G-900-006
4. Dimensions:

Span	10.6 m	(34 ft 9¼ in)
Length	7.54 m	(24 ft 9 in)
Height	2.29 m	(7 ft 6 in)
Wing Area	12.60 m ²	(135.63 ft ²)
5. Engines:
(Pre Mod M917)

1 Textron Lycoming AEIO-540-D4A5 FAA Engine Type Certificate Data Sheet 1E4 UK CAA validated 8 th November 1993
--
- 5.1 Engine Limits:

Max take-off rotational speed	2700 r.p.m.
Max continuous rotational speed	2700 r.p.m.
- For powerplant limitations refer to AFM, T.O 1T-3A-1
6. (Reserved)
7. Propellers:

1 Hoffmann HO-V123K-KV/180DT (Composite type) LBA Propeller Type Certificate Data Sheet 32.130/17

- 7.1 Settings:

Low pitch setting	10° 50'
High pitch setting	26°
8. Fluids:
 - 8.1 Fuel: AVGAS 100 LL
 - 8.2 Oil: Oils conforming to Mil. Spec. MIL-L-22851
For more details see AFM, T.O 1T-3A-1
9. Fluid capacities:
 - 9.1 Fuel: Wing Tanks

Total:	161.4 litres	35.5 Imp Gallons	42.54 US Gallons
Usable:	157.4 litres	34.62 Imp Gallons	41.54 US Gallons
 - 9.2 Oil:

Maximum:	11.36 litres	12 US qts
Minimum:	5.68 litres	6 US qts
For more details see AFM, T.O 1T-3A-1		



10. Air Speeds:
- | | | |
|---|-------------------------|----------|
| Design Manoeuvring Speed V_A : | up to 1157 kg (2550 lb) | 140 KIAS |
| Flap Extended Speed V_{FE} : | full flaps | 98 KIAS |
| | take-off flaps | 120 KIAS |
| Maximum structural cruising speed V_{NO}
(= Maximum structural design speed V_C): | 156 KIAS | |
| Never exceed speed V_{NE} : | 195 KIAS | |
11. Maximum Operating Altitude: 3810 m (12500 ft)
12. All weather Capability:
- | | |
|--|------------|
| Day-VFR | |
| IMC and Night | see Note 1 |
| IFR | see Note 1 |
| Flight into known icing conditions is prohibited | |
13. Maximum Total Weight Authorised (MTWA):
- | | |
|-----------------|-------------------|
| Take-off: | |
| (Pre Mod M605) | 1146 kg (2525 lb) |
| (Post Mod M605) | 1157 kg (2550 lb) |
| Landing: | |
| (Pre Mod M605) | 1146 kg (2525 lb) |
| (Post Mod M605) | 1157 kg (2550 lb) |
| For Aerobatics: | |
| (Pre Mod M605) | 1146 kg (2525 lb) |
| (Post Mod M605) | 1157 kg (2550 lb) |
14. Centre of Gravity Limits at MTWA
- | | |
|---------------|---|
| Pre Mod M605 | |
| Forward limit | 1146 kg (2525 lb) 0.784 m (2 ft 6.9 ins) aft of Datum |
| Aft limit: | 1146 kg (2525 lb) 0.866 m (2 ft 10.1 in) aft of Datum |
| Post Mod M605 | |
| Forward limit | 1157 kg (2550 lb) 0.787 m (2 ft 7 ins) aft of Datum |
| Aft limit: | 1157 kg (2550 lb) 0.864 m (2 ft 10 in) aft of Datum |
- For limits at other weights refer to the T67M260 Flight Manual T67M260POH.
15. Datum: Forward face of Frame 1
16. (reserved)
17. Levelling Means: Levelling board (T67B-88-307) placed on aft fuselage between canopy rail and fin forward



fairing

18. Minimum Flight Crew: 1 Pilot
19. Maximum Passenger Seating Capacity: 2, including pilot. This number is limited by the space available in the cabin.
20. (Reserved)
21. Baggage / Cargo Compartments
- | | |
|-----------------------|------------------------------------|
| Location Behind Seats | Max. Allowable Load 30 kg (66 lbs) |
|-----------------------|------------------------------------|
22. Wheels and Tyres
- | | |
|----------------------|---------------------------------|
| Nose Wheel Tyre Size | 5.00 – 5 (minimum 4 ply rating) |
| Main Wheel Tyre Size | 6.00 – 6 (minimum 6 ply rating) |

H.IV Operating and Service Instructions

T67M260 T-3A Firefly Aircraft Flight Manual (AFM) T-3A (USAF designation) version only has been approved by the UK CAA on behalf of the FAA, for military operation only	T.O 1T-3A-1
T67M260 T-3A Firefly Aircraft Maintenance Manual (MM) Incorporates Maintenance Schedule as Part of Section 2 (incl. Airworthiness Limitations) Service, Change (Modification), and Information Bulletins	T-3A/MM



H.V Notes

1. For IFR flight Night operation refer to the Air Navigation Legislation for equipment required.
2. Aircraft airframe to be overall white, registration letters accepted, or in accordance with paint restrictions quoted in aircraft Flight Manual T.O 1T-3A-1.
3. Structural temperature restrictions are applicable; aircraft flight prohibitive above 55°C. Refer aircraft Flight Manual T.O 1T-3A-1 and note 4 below.

4. The following G limits apply:

4.1 Post Mod M605, Post Mod M725A:

Weights:	For MTWA up to 975 kg (2550 lb)	below 50°C	50°C & above
Flaps up:		+6 -3	+4.4 -2
Flaps down:		+3 -1	+3 -1

Refer Flight Manual T.O 1T-3A-1 for further details.

5. The following CAA Airworthiness Notes apply:

- 5.1 Airworthiness Notice No. 76
Airworthiness Notice No. 88

Electrical power supplies for aircraft radio systems.
Electrical generation systems bus-bar low voltage warning. Special Conditions relating to high intensity radiation fields, (HIRF), and the direct and indirect effects of lightning.

6. Item of equivalent safety:

FAR 23.961 requires that the fuel systems must be free from vapour lock when using fuel at a temperature of 110°F.

This is approved on the basis of equivalent safety from tests conducted using fuel at 106°F, satisfactory experience with the similar T67M200 and the high fuel flow margin provided by the fuel pump.

SAL FTR 042 cleared the T67M260T-3A variant to 110°F (43.3°C) this showing compliance with FAR 23.961.



SECTION 2 AIRWORTHINESS DIRECTIVES AND MANDATORY SERVICE BULLETINS

The following ADs and additional data can be found at:

AD	Date	Heading	Ref.	Issuing Authority
2007-0132	11 May 2007	Flight Controls – Rudder Pedals and Floor – Inspection	Model T67B, T67C series, T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A, all serial numbers.	EASA
2009-0013	28 January 2009	Flight Controls - Rudder Pedal and Ground Towing Damage – Inspection / Repair / Modification	Model T67B, T67C series, T67M (excluding Works No. 1999), T67M-MkII, T67M200, T67M260 and T67M260-T3A, all serial numbers	EASA
2009-0218	12 October 2009	Flight Controls - Rudder Pedal Clearances and Floor Reinforcement - Inspection / Modification	Model T67B, T67C series, T67M (excluding Works No. 1999), T67M-MkII, T67M200, T67M260 and T67M260-T3A, all serial numbers	EASA
2011-0240	16 December 2011	Landing Gear – Main Landing Gear Legs – Inspection / Replacement	T67A aeroplanes,	EASA



AD	Date	Heading	Ref.	Issuing Authority
			all serial numbers, if modified in accordance with Slingsby Modification (Mod) M136B, and T67B, T67C, T67M, T67M-MkII and T67M200 aeroplanes, all serial numbers, except those that have been modified in accordance with Slingsby Mod M468.	
2012-0169	31 August 2012	Stabilizers – Horizontal Stabilizer Attachment Brackets – Inspection / Replacement	Model T67A, T67B, T67C, T67M, T67M-MkII, T67M200 and T67M260 aeroplanes, all serial numbers.	EASA
2015-0065-E	24 April 2015	Flight Controls – Brake Master Cylinder Pivot Pins – Inspection / Replacement	T67B, T67C, T67M, T67M-MkII, T67M200 and T67M260 aeroplanes, all serial numbers.	EASA
2016-0214	27 October 2016	Flight Controls – Brake Master Cylinder Pivot Pins – Inspection / Replacement	T67B, T67C, T67M, T67M-MkII, T67M200	EASA



AD	Date	Heading	Ref.	Issuing Authority
			and T67M260 aeroplanes, all serial numbers	
2020-0226-E	16 October 2020	Propeller Hub – Inspection / Replacement	Models T67M & T67M MkII	EASA
G-2004-0013	21 June 2004	STRUCTURES - INSPECTION OF ALUMINIUM COMPONENTS FOR EXFOLIATION	T67A, T67B, T67C Series, T67M, T67M-MKII, T67M200, T67M260 and T67M260-T3A aeroplanes, certificated in any category.	UK-CAA
G-2005-0004	18 January 2005	INSPECTION OF TAILPLANE BRACKETS	Model T67 all Series aeroplanes	UK-CAA
G-2005-0032	19 October 2005	INSPECTION OF TAILPLANE AND BRACKETS	Model T67A aeroplanes	UK-CAA

The related Service Bulletins, as listed in Annex I to this SAS, are available here:

<https://marshalladg.com/legal/t67-firefly/service-bulletin>

SECTION 3 OCCURRENCE REPORTING

The Specific Airworthiness Specification may be used as a basis for the issue of a Restricted Certificate of Airworthiness in accordance with 21.A.173 (b)2 under the following conditions:

- a) The holder of a Restricted Certificate of Airworthiness based on this Specific Airworthiness Specification shall report to the Agency any identified condition of the aircraft, which endangers flight safety.
- b) Reports shall be made as soon as practicable, but in any case within 72 hours by using the reporting tool at <http://www.aviationreporting.eu/>
Please select “EASA” when being asked to select the State to report to.



SECTION 4 OTHER LIMITATIONS

none

SECTION 5 TRANSITION PERIOD

This Specific Airworthiness Specification is issued in accordance with Regulation (EC) 216/2008 Article 20(1)(b) and Regulation (EU) 748/2012 Part 21, paragraph 21A.173 (b)2 for the purposes of the issue of a Restricted Certificate of Airworthiness.

This Specific Airworthiness Specification cancels and replaces TC UK BA17 and TCDS No. EASA.A.390. The individual aircraft must be transferred from its Certificate of Airworthiness linked to the TCDS No. EASA.A.390 to a Restricted Certificate of Airworthiness linked to this SAS No. EASA.SAS.A.390 before 13 May 2020.



SECTION 6 ADMINISTRATIVE**I. Acronyms & Abbreviations**

n/a

II. Change Record

Issue	Date	Changes
Issue 01	13 May 2019	Initial Issue
Issue 02	10 Feb 2020	Model T67M and T67M-MkII typo in propeller reference corrected
Issue 03	08 May 2020	Include list of applicable Airworthiness Directives
Issue 04	19 Oct 2020	Addition of Emergency Airworthiness Directive EASA 2020-0226-E

-END-



EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2007-0132 Date: 11 May 2007
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name : Slingsby Advanced Composites, Ltd. (formerly known as Slingsby Aviation)	Type/Model designation(s) : T67 series
TCDS Number : United Kingdom BA17	
Foreign AD : Not applicable	
Supersedure: This Airworthiness Directive (AD) supersedes CAA United Kingdom ADs 005-05-87, 004-03-94, 015-03-94, 006-02-96 and 007-08-96.	
ATA 27	Flight Controls – Rudder Pedals and Floor – Inspection
Manufacturer:	Slingsby Aviation Limited
Applicability:	Model T67B, T67C series, T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A, all serial numbers.
Reason:	A case has been reported of a Rudder Pedal fouling the Mixture/Propeller Speed Operating Cable Bracket during spin recovery. Subsequent inspection showed that the floor was damaged, allowing the rudder bar support bracket to distort and the bar and its pedal to float to the left, beyond the limit allowed for safe operation. This condition, if not corrected, could result in loss of control of the aircraft during spin manoeuvres. To address this unsafe condition, Slingsby has issued Service Bulletin (SB) 187 and 188, both now at issue 2, to reinforce and clarify the need to carry out previously defined inspections of the rudder pedals and floor. This EASA AD retains the inspections required by five existing CAA United Kingdom ADs (which are hereby superseded), adds additional ones and requires the accomplishment of all inspections and, if necessary, corrective actions, as specified in the 'action' instructions of Slingsby SB 187 and 188, which incorporate all previously referenced inspections.
Effective Date:	25 May 2007

Compliance:	(1) For the Model T67M200, serial numbers 2264 and 2265, the Model T67M260 and the Model T67M260-T3A, all serial numbers: (a) Before next flight after the effective date of this directive, accomplish the tasks described in paragraphs 1, 2.1 and 3 through 8 of the 'action' instructions of Slingsby SB 187 issue 2; (b) Within the next 50 flight hours after the effective date of this directive, and thereafter at intervals not to exceed 300 flight hours or 12 months, whichever occurs first, accomplish the inspections described in paragraphs 1, 2.2 and 3 through 26 in accordance with the 'action' instructions of Slingsby SB 187 issue 2; (2) For the Model T67B, T67C series, T67M, T67M-MkII and T67M200, all serial numbers, except 1999, 2264 and 2265: Within the next 50 flight hours after the effective date of this directive, and thereafter at intervals not to exceed 300 flight hours or 12 months, whichever occurs first, accomplish the inspections described in the 'action' instructions of Slingsby SB 188 issue 2; (3) Whenever discrepancies are found that are beyond the limits as established in the referenced SB's, before next flight, take the appropriate corrective actions as specified in the 'action' instructions of Slingsby SB 187 or 188, as applicable to Model and serial number.
Ref. Publications:	Slingsby Advanced Composites, Ltd. SB 187 Issue 2; and SB 188 Issue 2, both dated 10 May 2007; or later approved revisions of these documents.
Remarks :	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOC) for this AD. 2. This AD was posted on 26 March 2007 as PAD 07-050 for consultation until 23 April 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD Focal Point – Certification Directorate, EASA, E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: Slingsby Advanced Composites, Ltd, Kirkbymoorside, York, YO62 6EZ, United Kingdom; Telephone: +44 1751 432474, Fax: +44 1751 433016; E-mail: mike.rutter@slingsby.co.uk

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0013 Date: 28 January 2009 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name : Slingsby Advanced Composites, Ltd.	Type/Model designation(s) : T67 series airplanes
TCDS Number : EASA.A.390	
Foreign AD : Not applicable	
Supersedure : This Airworthiness Directive (AD) supersedes CAA UK ADs 013-11-85, 005-05-87, 014-01-93, 004-03-94, 015-03-94, 006-02-96, 007-08-96, 012-01-97 and EASA AD 2007-0132	
ATA 27	Flight Controls - Rudder Pedal and Ground Towing Damage – Inspection / Repair / Modification
Manufacturer(s): Slingsby Advanced Composites, Ltd. (formerly known as Slingsby Aviation)	
Applicability: Model T67B, T67C series, T67M (excluding Works No. 1999), T67M-MkII, T67M200, T67M260 and T67M260-T3A, all serial numbers	
Reason:	A case has been reported of a Rudder Pedal touching the support Bracket of the Mixture/Propeller Speed Cables during spin recovery. Subsequent inspection showed that the floor was damaged, allowing the support bracket of the rudder bar to distort and the bar and its pedal to float to the left, beyond the limit allowed for safe operation. This condition, if not corrected, could result in loss of control of the aircraft during spin manoeuvres. To address this unsafe condition, Slingsby has issued Service Bulletins (SB) 187 and 188, both now at issue 4, to reinforce and clarify the need to carry out previously defined inspections of the rudder pedals and floor. This Airworthiness Directive (AD) retains the inspections required by eight existing CAA United Kingdom ADs (which are hereby superseded), adds additional ones and requires the accomplishment of all inspections and, if necessary, corrective actions, as specified in the 'action' instructions of Slingsby SB 187 and 188, which incorporate all previously referenced inspections. This AD also incorporates substantive changes embracing the mandatory implementation of Mod Bulletin M1030 - applicable only to aircraft covered by SB 187 - that increases clearance with the pedals by replacing the Propeller Speed/Mixture brackets.

Effective Date:	11 February 2009
Required Action(s) and Compliance Time(s):	Required as indicated unless already accomplished: <u>(1) For T67M200 Works No. 2264 & 2265 only, T67M260 and T67M260-T3A:</u> (1.1) Before next flight after the effective date of this AD, unless SB 187 Issue 1 or 2 or 3 has already been accomplished within the last 300 Flight Hours (FH) before the effective date of this AD, do all actions as instructed in paragraphs 1 to 32 of Slingsby Advanced Composites Limited Service Bulletin (SB) 187 Issue 4. Accomplishment of inspections, done in accordance with previous issues of SB 187 before the effective date of this AD, satisfies the inspection requirements of paragraph (1.1) of this AD. However, the change M1030 "introduction of revised propeller speed bracket for increase rudder pedal clearance" must be accomplished as instructed in paragraph 2 of Slingsby SB 187 Issue 4, as applicable. (1.2) Thereafter, at intervals not to exceed 300 FH or 12 Months from the last inspection, whichever occurs first, repeat the inspections as instructed in paragraphs 1 to 32 of Slingsby SB 187 Issue 4. (1.3) Within 300 FH or 12 Months from the effective date of this AD, whichever occurs first, unless previously accomplished, modify the airplane in accordance with Slingsby Modification Bulletin M1030 Issue 1. <u>(2) For T67B, T67C series, T67M (excluding works no. 1999), T67M-MkII and T67M200 (excluding works no. 2264 & 2265):</u> (2.1) Before next flight after the effective date of this AD, unless SB 188 Issue 1 or 2 or 3 has already been accomplished within the last 12 Months before the effective date of this AD, do all actions as instructed in paragraphs 1 to 30 of Slingsby Advanced Composites Limited Service Bulletin (SB) 188 Issue 4. Accomplishment of inspections, done in accordance with previous issues of SB 187 before the effective date of this AD, satisfies the inspection requirements of paragraph (2.1) of this AD. (2.2) Thereafter, at intervals not to exceed 12 Months from the last inspection, repeat the inspections as instructed in paragraphs 1 to 30 of Slingsby SB 188 Issue 4. NOTE: SACL Service Bulletins 187 & 188 both at Issue 4 call for SACL SB 120 [Inspection of rudder bar support brackets] also at Issue 4.
Ref. Publications:	Slingsby Advanced Composites, Ltd. SB 187 Issue 4 and SB 188 Issue 4. Slingsby Advanced Composites, Ltd. SB 120 Issue 4. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, please contact:

	Slingsby Advanced Composites Ltd, Kirkbymoorside, York, YO62 6EZ, United Kingdom Telephone: +44 1751 432474 Fax: +44 1751 433016 E-mail: mike.rutter@slingsby.co.uk
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SUPERSEDED

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0218 Date: 12 October 2009 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name: Slingsby Advanced Composites, Ltd.	Type/Model designation(s): T67 series aeroplanes
TCDS Number: EASA A.390	
Foreign AD: Not applicable	
Supersedure: This Airworthiness Directive supersedes AD 2009-0013 dated 28 January 2009.	
ATA 27	Flight Controls - Rudder Pedal Clearances and Floor Reinforcement - Inspection / Modification
Manufacturer(s):	Slingsby Advanced Composites, Ltd. (formerly known as Slingsby Aviation)
Applicability:	Model T67B, T67C series, T67M (excluding Works No. 1999), T67M-MkII, T67M200, T67M260 and T67M260-T3A, all serial numbers
Reason:	A case has been reported of a Rudder Pedal touching the support Bracket of the Mixture/Propeller Speed Cables during spin recovery. Subsequent inspection showed that the floor was damaged, allowing the support bracket of the rudder bar to distort and the bar and its pedal to float to the left, beyond the limit allowed for safe operation. This condition, if not corrected, could result in loss of control of the aircraft during spin manoeuvres. To address this unsafe condition, Slingsby issued Service Bulletins (SB) No.187 and 188, to reinforce and clarify the need to carry out previously defined inspections of the rudder pedals and floor. Airworthiness Directive (AD) 2009-0013 that was published in January 2009 retained the inspections required by eight existing CAA United Kingdom ADs (which were hereby superseded), added additional ones and required the accomplishment of all inspections and, if necessary, corrective actions, as specified in the 'action' instructions of Slingsby SB No.187 and 188, both at issue 4, which incorporated all previously referenced inspections. AD 2009-0013 also incorporated substantive changes embracing the mandatory implementation of Mod Bulletin M1030 - applicable only to aircraft covered by Service Bulletin No.187- that increased clearance with the pedals by replacing the Propeller Speed/Mixture brackets.

	This new AD retains all requirements of AD 2009-0013, which is superseded, requires the use of issue 5 of both Slingsby SB No.187 and 188 and mandates Modification Bulletin No. M919 that introduces additional cloth reinforcement under the floor at the position of the LH Rudder pedals bar outboard pivot mountings.
Effective Date:	26 October 2009
Required Action(s) and Compliance Time(s):	Required as indicated unless already accomplished: (1) For T67M200 Works No. 2264 & 2265 only, T67M260 and T67M260-T3A (1.1) Before next flight after 11 February 2009 (the effective date of AD 2009-0013), unless SB No.187 issue 1 or 2 or 3 has already been accomplished within the last 300 Flight Hours (FH), do all actions as instructed in paragraphs 1 to 32 of Slingsby Advanced Composites Limited (SACL) Service Bulletin (SB) No.187 issue 4. Accomplishment of inspections, done before 11 February 2009 in accordance with previous issues of SB No.187, satisfies the inspection requirements of paragraph (1.1) of this AD. However, the change M1030 "introduction of revised propeller speed bracket for increase rudder pedal clearance" must be accomplished as instructed in paragraph 2 of SACL SB No.187 issue 5, as applicable. (1.2) Thereafter, at intervals not to exceed 300 FH or 12 months from the last inspection, whichever occurs first, repeat the inspections as instructed in paragraphs 1 to 33 of SACL SB No.187 issue 5. (1.3) Within 300 FH or 12 months whichever occurs first after 11 February 2009 (the effective date of AD 2009-0013), modify the aircraft in accordance with SACL Modification Bulletin No.M1030 issue 1. (1.4) Within 12 months after the effective date of this AD, modify the aircraft in accordance with SACL Modification Bulletin No.M919 issue 1. (2) T67B, T67C series, T67M (excluding works no. 1999), T67M-MkII and T67M200 (excluding works no. 2264 & 2265): (2.1) Before next flight after 11 February 2009 (the effective date of AD 2009-0013), unless SB No. 188 issues 1 or 2 or 3 have been accomplished within the last 12 months, do all actions as instructed in paragraphs 1 to 30 of SACL SB No.188 Issue 4. Accomplishment of inspections done before 11 February 2009 in accordance with previous issues of SB No.188 satisfies the inspection requirements of paragraph (2.1) of this AD. (2.2) Thereafter, at intervals not to exceed 12 months from the last inspection, repeat the inspections as instructed in paragraphs 1 to 31 of SACL SB No.188 Issue 5. (2.3) Within 12 months after the effective date of this AD, modify the aircraft in accordance with SACL Modification Bulletin No.M919 issue 1.
Ref. Publications:	Slingsby Advanced Composites, Ltd. Service Bulletin No. 187 issue 4 and issue 5; Slingsby Advanced Composites, Ltd. Service Bulletin No. 188 issue 4 and issue 5; Slingsby Advanced Composites, Ltd. Modification Bulletin No.M1030 issue 1; Slingsby Advanced Composites, Ltd. Modification Bulletin No.M919 issue 1; The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu.

	4. For any questions concerning the technical content of the requirements in this AD, please contact: Slingsby Advanced Composites Ltd, Kirkbymoorside, York, YO62 6EZ, United Kingdom Telephone: +44 1751 432474 Fax: +44 1751 433016 E-mail: mike.rutter@slingsby.co.uk
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EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0240 Date: 16 December 2011 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name : Slingsby Advanced Composites Ltd.	Type/Model designation(s) : Slingsby T67 aeroplanes
TCDS Number : A.390	
Foreign AD : Not applicable	
Supersedure : None	
ATA 32	Landing Gear – Main Landing Gear Legs – Inspection / Replacement
Manufacturer(s):	Marshall-Slingsby Advanced Composites (formerly known as Slingsby Advanced Composites, Ltd. and Slingsby Aviation)
Applicability:	T67A aeroplanes, all serial numbers, if modified in accordance with Slingsby Modification (Mod) M136B, and T67B, T67C, T67M, T67M-MkII and T67M200 aeroplanes, all serial numbers, except those that have been modified in accordance with Slingsby Mod M468.
Reason:	During a maintenance inspection on a Slingsby T67 aeroplane, corrosion was found in the upper part of one of the main landing gear (MLG) legs. As a result of the subsequent investigation of the MLG leg strut, it was found that water had accumulated in the leg and, after removal from the aeroplane, a crack was detected behind the aft weld attaching an internal collar. This condition, if not detected and corrected, could lead to failure of a MLG leg during landing, possibly resulting in damage to the aeroplane and injury to the occupants. For the reasons described above, this AD requires repetitive inspections of the MLG legs and, depending on findings, corrective actions.
Effective Date:	23 December 2011

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 30 days or 25 flight hours (FH), whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 12 months or 500 FH, whichever occurs first, visually inspect the external surfaces of each MLG leg, Part Number (P/N) 126-35-225 for the left-hand (LH) position and P/N 126-35-226 for the right-hand (RH) position, at the collar weld positions above the wing mounting plate to detect cracks, in accordance with the instructions of Marshall Slingsby Advanced Composites Service Bulletin (SB) 194 (hereafter referred to as the SB). (2) If, during any inspection as required by paragraph (1) of this AD, no crack is found, before next flight, perform a Non-Destructive Test (NDT) inspection of the affected components, in accordance with the instructions of the SB. (3) If, during any inspection as required by paragraph (1) or paragraph (2) of this AD, a crack is found, before next flight, replace the affected MLG leg, LH or RH, with a serviceable part, in accordance with the instructions of the SB. (4) In addition to the inspections required by paragraphs (1) and (2) of this AD, at the next 100 FH or 150 FH inspection (depending on the applied maintenance program) and thereafter at each subsequent 100/150 FH inspection, inspect the top of the MLG leg for water ingress and, in case of findings, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB. (5) Replacement of parts as required by paragraph (3) of this AD, or corrective actions as required by paragraph (4) of this AD, as applicable, do not constitute terminating action for the repetitive inspections required by this AD.
Ref. Publications:	Marshall Slingsby Advanced Composites SB 194 original issue, dated 12 December 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact Mr. M. Rutter, Airworthiness Coordinator, Marshall- Slingsby Advanced Composites, Ings Lane, Kirkbymoorside, York, YO62 6EZ, United Kingdom. Telephone: +44 (0)1751 432474 Ext. 127, Fax +44 (0) 1751 433016. Website: www.marshall-slingsby.com.

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0169 Date: 31 August 2012 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Approval Holder's Name: SLINGSBY ADVANCED COMPOSITES, LTD.	Type/Model designation(s): T67 aeroplanes
TCDS Number:	EASA.A.390
Foreign AD:	Not applicable
Supersedure:	This AD supersedes United Kingdom (UK) Civil Aviation Authority (CAA) AD G-2005-0004 dated 18 January 2005, EASA approval 2005-564.
ATA 55	Stabilizers – Horizontal Stabilizer Attachment Brackets – Inspection / Replacement
Manufacturer(s):	Slingsby Engineering Ltd., Slingsby Aviation Limited, Slingsby Advanced Composites, Ltd.
Applicability:	Model T67A, T67B, T67C, T67M, T67M-MkII, T67M200 and T67M260 aeroplanes, all serial numbers.
Reason:	Several cases have been reported of cracked horizontal stabiliser attachment brackets on Slingsby T67 aeroplanes. This condition, if not detected and corrected, could lead to separation of the horizontal stabiliser and consequent loss of control of the aeroplane. Prompted by these reports, Slingsby issued Service Bulletin (SB) 179 to provide instructions for repetitive inspections. The CAA UK, the State of Design authority at the time, issued AD 001-12-2002, which was later superseded by AD G-2005-0004 (EASA approval 2005-564) to require repetitive inspections and, depending on findings, replacement of the affected brackets. Since that AD was issued, Slingsby published SB 179 issue 4, which removed the Model T67M260-T3A from the Applicability (all aeroplanes of this Model are confirmed to have been scrapped) and clarified that replacement of the affected aluminium brackets with titanium brackets (Slingsby Modification M988A or B) constitutes terminating action for the repetitive inspections. For the reasons described above, this AD retains the requirements of CAA UK AD G-2005-0004, which is superseded, removes the Model T67M260-T3A from the Applicability and confirms that installing titanium brackets constitutes terminating action for the repetitive inspection requirements of this AD.
Effective Date:	14 September 2012

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the compliance time specified in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 150 flight hours (FH), inspect the aluminium horizontal stabilizer attachment brackets in accordance with the instructions of Slingsby SB 179 at issue 3 (or a later issue). Table 1 – Initial inspection <table border="1" data-bbox="568 400 1461 790"> <thead> <tr> <th data-bbox="568 400 948 539">Condition of the aeroplane on 30 January 2005 (the effective date of CAA UK AD G-2005-0004)</th><th data-bbox="948 400 1461 539">Compliance time</th></tr> </thead> <tbody> <tr> <td data-bbox="568 539 948 651">Not inspected in accordance with Slingsby SB 179 issue 1 or issue 2</td><td data-bbox="948 539 1461 651">Before next flight after 30 January 2005 (the effective date of CAA UK AD G-2005-0004)</td></tr> <tr> <td data-bbox="568 651 948 790">Previously inspected in accordance with Slingsby SB 179 issue 1 or issue 2</td><td data-bbox="948 651 1461 790">Within 150 FH or at the next annual inspection, whichever occurs first after 30 January 2005 (the effective date of CAA UK AD G-2005-0004)</td></tr> </tbody> </table> (2) If, during any inspection as required by paragraph (1) of this AD, cracks are detected, before next flight, replace each cracked bracket with a serviceable part, in accordance with the instructions of Slingsby SB 179 at issue 3 (or a later issue). (3) Replacement of brackets as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections requirements of paragraph (1) of this AD. (4) Modification of an aeroplane by replacing all aluminium horizontal stabilizer attachment brackets with titanium brackets (Slingsby Modification M988A or B) constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane. (5) After modification of an aeroplane as specified in paragraph (4) of this AD, do not install aluminium horizontal stabilizer attachment brackets on that aeroplane.	Condition of the aeroplane on 30 January 2005 (the effective date of CAA UK AD G-2005-0004)	Compliance time	Not inspected in accordance with Slingsby SB 179 issue 1 or issue 2	Before next flight after 30 January 2005 (the effective date of CAA UK AD G-2005-0004)	Previously inspected in accordance with Slingsby SB 179 issue 1 or issue 2	Within 150 FH or at the next annual inspection, whichever occurs first after 30 January 2005 (the effective date of CAA UK AD G-2005-0004)
Condition of the aeroplane on 30 January 2005 (the effective date of CAA UK AD G-2005-0004)	Compliance time						
Not inspected in accordance with Slingsby SB 179 issue 1 or issue 2	Before next flight after 30 January 2005 (the effective date of CAA UK AD G-2005-0004)						
Previously inspected in accordance with Slingsby SB 179 issue 1 or issue 2	Within 150 FH or at the next annual inspection, whichever occurs first after 30 January 2005 (the effective date of CAA UK AD G-2005-0004)						
Ref. Publications:	Slingsby Advanced Composites Ltd. SB 179 issue 3 dated 20 January 2005, or Marshall Slingsby Advanced Composites SB 179 issue 4 dated 15 March 2007. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.						
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact Mr. M. Rutter, Airworthiness Coordinator, Marshall- Slingsby Advanced Composites, Ings Lane, Kirkbymoorside, York, YO62 6EZ, United Kingdom. Telephone: +44 (0)1751 432474 Ext. 127, Fax +44 (0) 1751 433016. Website: www.marshall-slingsby.com.						

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0065-E
	Date: 24 April 2015 Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Approval Holder's Name: SLINGSBY ADVANCED COMPOSITES Ltd	Type/Model designation(s): T67 aeroplanes
TCDS Number:	EASA.A.390
Foreign AD:	Not applicable
Supersedure:	None
ATA 27	Flight Controls – Brake Master Cylinder Pivot Pins – Inspection / Replacement
Manufacturer(s):	Slingsby Advanced Composites Ltd (trading as Marshall Aerospace and Defence Group), formerly Slingsby Aviation Ltd.
Applicability:	T67B, T67C, T67M, T67M-MkII, T67M200 and T67M260 aeroplanes, all serial numbers.
Reason:	An occurrence was reported where pivot pin Part Number (P/N) T67M-45-539, of rudder pedal assembly #4, installed on the right hand (RH) side of the aeroplane (RH seat, RH pedal) failed during taxi. This caused the rudder pedal mechanism to detach from the brake master cylinder. This condition, if not detected and corrected, could cause the rudder linkages to rotate out of their normal orientation, possibly resulting in jammed rudder controls and consequent loss of control of the aeroplane. To address this potential unsafe condition, Slingsby Advanced Composites Ltd, trading as Marshall Aerospace and Defence Group (hereafter called 'Marshall' in this AD) issued Service Bulletin (SB) SBM200 to provide inspection instructions. For the reason described above, this AD requires repetitive inspections of the brake master cylinder pivot pins of rudder pedal assemblies #1 and #4 and, depending on findings, replacement of the affected pivot pin(s).
Effective Date:	28 April 2015

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before next flight after the effective date of this AD (see Note), and, thereafter, at intervals not to exceed 300 flight hours, or during each annual inspection, whichever occurs first, inspect the brake master cylinder pivot pins P/N T67M-45-539, installed on rudder pedal assemblies #1 and #4, in accordance with the instructions of Marshall SBM200. Note: A single ferry flight is allowed to bring the aeroplane to a location where the initial inspection can be accomplished. (2) If, during any inspection as required by paragraph (1) of this AD, any crack or distortion to a brake master cylinder pivot pin is discovered, or a pivot pin fails the dimensional check, before next flight, replace the affected pivot pin with a serviceable part in accordance with the instructions of Marshall SBM200. (3) Replacement of pivot pins on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.
Ref. Publications:	Marshall Aerospace and Defence Group SBM200, original issue dated March 2015, or Revision 1 dated April 2015. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Technical Support Group, Marshall Aerospace and Defence Group, The Airport, Newmarket Road, Cambridge, CB5 8RX, United Kingdom, Telephone +44 (0) 1223 399856, Email: SS.TSG@marshalladg.com.



Airworthiness Directive

AD No.: 2016-0214

Issued: 27 October 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

SLINGSBY ADVANCED COMPOSITES Ltd

Type/Model designation(s):

T67 aeroplanes

Effective Date: 10 November 2016

TCDS Number(s): EASA.A.390

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2015-0065-E dated 24 April 2015.

ATA 27 – Flight Controls – Brake Master Cylinder Pivot Pins – Inspection / Replacement

Manufacturer(s):

Slingsby Advanced Composites Ltd (trading as Marshall Aerospace and Defence Group), formerly Slingsby Aviation Ltd

Applicability:

T67B, T67C, T67M, T67M-MkII, T67M200 and T67M260 aeroplanes, all serial numbers.

Reason:

An occurrence was reported where pivot pin Part Number (P/N) T67M-45-539, of rudder pedal assembly #4, installed on the right hand (RH) side of the aeroplane (RH seat, RH pedal) failed during taxi. This caused the rudder pedal mechanism to detach from the brake master cylinder.

This condition, if not detected and corrected, could cause the rudder linkages to rotate out of their normal orientation, possibly resulting in jammed rudder controls and consequent loss of control of the aeroplane.



To address this potential unsafe condition, Slingsby Advanced Composites Ltd, trading as Marshall Aerospace and Defence Group (hereafter called "Marshall" in this AD) issued Service Bulletin (SB) SBM 200 to provide inspection instructions.

Consequently, EASA issued Emergency AD 2015-0065-E to require repetitive inspections of the brake master cylinder pivot pins of rudder pedal assemblies #1 and #4 and, depending on findings, replacement of the affected pivot pin(s).

Since that AD was issued, Marshall published SBM 200 Revision 2 to revise the inspection instructions and to introduce a new initial inspection period after replacement of brake master cylinder pivot pins on an aeroplane.

For the reason described above, this AD retains the requirements of EASA AD 2015-0065-E, which is superseded, but requires the use of the revised inspection instructions. This AD also allows deferring the next due inspection after replacement of pins.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- (1) Within 300 flight hours (FH) after the effective date of this AD, or within 300 FH after the last inspection in accordance with the instructions of Marshall SBM 200 at original issue or Revision 1, whichever occurs first, and, thereafter, at intervals not to exceed 300 FH, or during each annual inspection, whichever occurs first, inspect the brake master cylinder pivot pins P/N T67M-45-539, installed on rudder pedal assemblies #1 and #4, in accordance with the instructions of Marshall SBM 200 Revision 2.
- (2) If, during any inspection as required by paragraph (1) of this AD, any crack or distortion to a brake master cylinder pivot pin is discovered, or a pivot pin fails the dimensional check, before next flight, replace the affected pivot pin with a serviceable part in accordance with the instructions of Marshall SBM 200.
- (3) Replacement of a pivot pin on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane. After concurrently replacing both brake master cylinder pivot pins on an aeroplane, the next inspection for that aeroplane, as required by paragraph (1) of this AD, can be deferred until 1 000 FH after installation of those pins.

Ref. Publications:

Marshall Aerospace and Defence Group SBM 200 Revision 2 dated December 2015.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. This AD was posted on 06 September 2016 as PAD 16-128 for consultation until 04 October 2016. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: Technical Support Group, Marshall Aerospace and Defence Group, The Airport, Newmarket Road, Cambridge, CB5 8RX, United Kingdom, Telephone +44 (0) 1223 399856, Email: SS.TSG@marshalladg.com.





United Kingdom Civil Aviation Authority

AIRWORTHINESS DIRECTIVE

AD No: G-2004-0013

Issue Date: 21 June 2004

This AD is issued by the UK CAA acting for and on behalf of the European Aviation Safety Agency as the Primary Aviation Authority (ICAO Annex 8 Authority of State of Design) for the affected product(s).

Approved by the European Aviation Safety Agency under approval number on 2004-6425 on 17 June 2004.

In accordance with Article 9(7)(b) of the Air Navigation Order 2000 as amended the following action required by this Airworthiness Directive (AD) is mandatory for applicable aircraft registered in the United Kingdom.

No person may operate an aircraft to which an AD applies except in accordance with the requirements of that AD unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holders Name:

SLINGSBY AVIATION LIMITED

Type/Model Designation(s):

T67A, T67B, T67C SERIES, T67M, T67M-MKII, T67M200, T67M260 AND T67M260-T3A

Type Certificate Data Sheet No: BA17

Superseded/ Revised ADs: 005-07-97

ATA 51 - STRUCTURES - INSPECTION OF ALUMINIUM COMPONENTS FOR EXFOLIATION

Manufacturer(s): Slingsby Aviation Ltd

Applicability: T67A, T67B, T67C Series, T67M, T67M-MKII, T67M200, T67M260 and T67M260-T3A aeroplanes, certificated in any category.

Reason: Reports of a case of exfoliation (layer corrosion) in the forward tailplane attachment brackets, flap centre drive brackets and seat belt attachment brackets of a T67A aircraft previously lead to the issue of CAA AD 005-07-97. A recent report of exfoliation on the tailplane mounted, fuselage to tailplane aft attachment brackets on a T67C aircraft has resulted in the need to supersede AD 005-07-97. This AD extends applicability to include additional T67 aircraft models, revises inspection criteria and reiterates repetitive inspection intervals.

Effective Date: 8 July 2004

Compliance/Action: At the next Annual check after the effective date of this AD, and thereafter at intervals not to exceed 12 months, inspect the aluminium fittings detailed in Slingsby Aviation Service Bulletin 127 Issue 3 or later EASA approved revision. If corrosion is found as a result of these inspections, replace the affected component(s) before further flight.

Reference Publications: Slingsby Aviation Service Bulletin 127, dated 12 May 2004, may be obtained from Slingsby Aviation Limited, Kirkbymoorside, York YO62 6EZ, United Kingdom.

Remarks: Enquiries regarding this Airworthiness Directive should be directed to Civil Aviation Authority, Safety Regulation Group, Certification and Approvals Department, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom. Phone: +44(0) 1293 573306 FAX: +44(0) 1293 573976 E-mail: alistair.maxwell@srg.caa.co.uk.



United Kingdom Civil Aviation Authority

AIRWORTHINESS DIRECTIVE

AD No: G-2005-0004

Issue Date: 18 January 2005

This AD is issued by the UK CAA acting for and on behalf of the European Aviation Safety Agency as the Primary Aviation Authority (ICAO Annex 8 Authority of State of Design) for the affected product(s).

Approved by the European Aviation Safety Agency under approval number 2005-564 on 14 January 2005.

In accordance with Article 9(7)(b) of the Air Navigation Order 2000 as amended the following action required by this Airworthiness Directive (AD) is mandatory for applicable aircraft registered in the United Kingdom.

No person may operate an aircraft to which an AD applies except in accordance with the requirements of that AD unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holders Name:

SLINGSBY AVIATION LTD

Type/Model Designation(s):

T67

Type Certificate Data Sheet No: BA17

Superseded/ Revised ADs : 001-12-2002

ATA 51- STRUCTURES - INSPECTION OF TAILPLANE BRACKETS

Manufacturer(s): Slingsby Aviation Limited

Applicability: Model T67 all Series aeroplanes.

Reason: Several cases of cracked tailplane attachment brackets have been reported. Failure to detect and replace cracked brackets could lead to separation of the horizontal stabiliser and subsequent loss of control of the aircraft. This AD supersedes 001-12-2002 and now requires continued repetitive inspection of all T67 aeroplanes, this AD also mandates specific access requirements considered necessary to perform the required inspections.

Effective Date: 30 January 2005

Compliance/Action: Required from the effective date of this AD.

- A) For aircraft not inspected in accordance with Slingsby Aviation Ltd Service Bulletin 179 issue 1 or 2, prior to further flight gain access and inspect the tailplane support brackets in accordance with Slingsby Aviation Service Bulletin 179 issue 3 or later EASA approved revision.
- B) For aircraft previously inspected in accordance with issue 1 or 2 of Slingsby Aviation Ltd Service Bulletin 179, within 150 hours time-in-service or at the next Annual inspection, whichever occurs first, gain access and inspect the tailplane support brackets in accordance with in Slingsby Aviation Bulletin 179 issue 3 or later EASA approved revision.
- C) Thereafter, inspect the tailplane support brackets in accordance with Slingsby Aviation Bulletin 179 issue 3 or later EASA approved revision at intervals not exceeding 150 hours time-in-service.

Cracked tailplane support brackets must be replaced in accordance with Slingsby Aviation Ltd Service Bulletin 179 before further flight.

Note: Revision 3 of Slingsby Aviation Service Bulletin 179 introduces repetitive inspection of tailplane support brackets for aircraft where the brackets have previously been replaced in accordance with earlier revisions of SB 179.

continued on next page

Reference Publications: Slingsby Aviation Service Bulletin 179 Issue 3 may be obtained from Slingsby Aviation Limited, Kirkbymoorside, York YO62 6EZ, United Kingdom.

Remarks: Enquiries regarding this Airworthiness Directive should be directed to Civil Aviation Authority, Safety Regulation Group, Certification and Approvals Department, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom Phone: +44(0) 1293 573306 Fax: +44(0) 1293 573976 E-mail: alistair.maxwell@srg.caa.co.uk.

SUPERSEDED



United Kingdom Civil Aviation Authority

AIRWORTHINESS DIRECTIVE

AD No: G-2005-0032

Issue Date: 19 October 2005

This AD is issued by the UK CAA acting for and on behalf of the European Aviation Safety Agency as the Primary Aviation Authority (ICAO Annex 8 Authority of State of Design) for the affected product(s).

Approved by the European Aviation Safety Agency under approval number 2005-6366 on 17 October 2005.

In accordance with Article 10 of the Air Navigation Order 2005 as amended the following action required by this Airworthiness Directive (AD) is mandatory for applicable aircraft registered in the United Kingdom.

No person may operate an aircraft to which an AD applies except in accordance with the requirements of that AD unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holders Name:

Type/Model Designation(s):

SLINGSBY AVIATION LIMITED

T67A

Type Certificate Data Sheet No: BA17

Superseded/ Revised ADs: None

ATA 51- STRUCTURES - INSPECTION OF TAILPLANE AND BRACKETS

Manufacturer(s): Slingsby Aviation Limited

Applicability: Model T67A aeroplanes.

Reason: A case has been reported of severe exfoliation corrosion of the two tailplane forward attachment fittings. The initial inspection of the part of the fittings visible from outside of the tailplane structure, revealed slight corrosion of one fitting only. However, when two holes were cut in the tailplane skins, in order to inspect the part of the fittings embedded in the tailplane structure, both fittings were found to be severely corroded. Other corroded fittings could exist on other aircraft. Severe corrosion could reduce the structural integrity of the tailplane attachment. Leading to loss of tailplane attachment and loss of aircraft control.

Note: The requirements of this Airworthiness Directive do not replace, or supersede, the requirements of AD G-2004-0013 dated 21 June 2004.

Effective Date: 31 October 2005

Compliance/Action: Before 30 November 2005 perform the access and inspections instructions given in Slingsby Aviation Service Bulletin, SB 183 issue 1 or later approved revisions. Perform the restorative instructions given in Slingsby Aviation Service Bulletin, SB 183 issue 1 or later approved revisions.

Reference Publications: Slingsby Aviation Service Bulletins may be obtained from Slingsby Aviation Limited, Kirkbymoorside, York YO62 6EZ, United Kingdom. Tel 01751 432474 ext 205.

Remarks: Enquiries regarding this Airworthiness Directive should be referred to Certification and approvals Department, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom, Phone: +44(0) 1293 573945, FAX: +44(0) 1293 573976, E-mail: department.certification@srg.caa.co.uk



Emergency Airworthiness Directive

AD No.: 2020-0226-E

Issued: 16 October 2020

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

Hoffmann Propeller GmbH & Co. KG

Type/Model designation(s):

HO-V 72 propellers

Effective Date: 20 October 2020

TCDS Number(s): LBA 32.130/19

Foreign AD: Not applicable

Supersedure: None

ATA 61 – Propellers – Propeller Hub – Inspection / Replacement

Manufacturer(s):

Hoffmann Propeller GmbH & Co. KG, formerly Hoffmann, Propellerwerk Hoffmann Rosenheim

Applicability:

HO-V 72 propellers, all serial numbers (s/n).

These propellers are known to be installed on, but not limited to, Slingsby T67 “Firefly” aeroplanes.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Propeller hub HO-V72 () () – () – (), which has been used, or is expected to be used for, aerobatic manoeuvres.

Serviceable part: A propeller hub which is not an affected part; or an affected part which is new; or an affected part having accumulated less than 30 years since first installation on an aeroplane and that passed a NDT inspection, as defined in this AD.

The SB: Hoffmann Propeller Service Bulletin (SB) E53.



NDT inspection: Non Destructive Test (NDT) inspection, including a dye penetrant inspection of the affected part and eddy current inspection of the threads of the hub sockets.

Affected aeroplane: Any aeroplane having an affected part installed.

Reason:

Cracks have been reported at different positions on two affected parts, both installed on Slingsby T67 “Firefly” aeroplanes. One crack was found during scheduled inspection, the other crack during an unscheduled inspection after abnormal vibrations occurred. Both cases are under investigation by Hoffmann Propeller.

This condition, if not detected and corrected, could lead to in-flight propeller detachment, possibly resulting in damage to the airplane and/or injury to persons on the ground.

To address this potential unsafe condition, Hoffmann issued the SB, providing applicable instructions.

For the reasons described above, this AD requires inspections of affected parts and, depending on findings, replacement, and introduces a life limit for affected parts. This AD also requires, for certain aeroplanes, amendment of the applicable Aircraft Flight Manual (AFM).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

AFM Amendment:

- (1) For affected aeroplanes: Before next flight after the effective date of this AD, amend the applicable AFM by inserting the AFM Amendment as specified in Appendix 1 of this AD (unless the applicable AFM already contain similar emergency procedures), inform all flight crew and, thereafter, operate the aeroplane accordingly.
- (2) Introducing a later approved AFM Revision, including the content of the AFM Amendment, as defined in this AD, into the applicable AFM is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Inspections:

- (3) Before next flight after the effective date of this AD, and, thereafter, before next flight after any flight where abnormal vibrations have been reported, visual inspect the affected part for cracks in accordance with the instructions of the SB.
- (4) Within 20 flight hours after the effective date of this AD, perform an NDT inspection, as defined in this AD, of the affected part in accordance with the instructions of the SB.

Corrective Actions:

- (5) If, during any inspection as required by paragraphs (3) or (4) of this AD, any crack is detected, replace the affected part with a serviceable part. This can be accomplished in accordance with the instructions of the propeller maintenance manual.



In-shop inspections (Overhaul):

- (6) From the effective date of this AD, during each overhaul of an affected part, accomplish an NDT inspection, as defined in this AD, in accordance with the instructions of the SB.

Life Limit:

- (7) Before exceeding 30 years since first installation on an aeroplane, or within 30 days after the effective date of this AD, whichever occurs later, replace any propeller hub HO-V72 () – () – () with a serviceable part. This can be accomplished in accordance with the instructions of the propeller maintenance manual.

Parts Installation:

- (8) From the effective date of this AD, it is allowed to install an affected part on an aeroplane provided it is a serviceable part, as defined in this AD, and the AFM has been amended as required by paragraph (1) of this AD, as applicable.

Ref. Publications:

Hoffmann Propeller SB E53 Revision A dated 09 October 2020, and Revision B dated 14 October 2020.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aeroplane with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Hoffmann Propeller GmbH & Co. KG, Sales and Service, K pferlingstrasse 9, 83022 Rosenheim, Germany, Telephone : +49 (0) 8031 1878 0, Fax : +49 (0) 8031 1878 78 E-mail: info@hoffmann-prop.com.



Appendix 1 – AFM Amendment

Procedure

Abnormal propeller vibrations:

As applicable, reduce engine RPM

