

South African Civil Aviation Authority (SACAA)	MANDATORY AIRWORTHINESS NOTICE	
	RSA MAN No: 2026-001 Issue Date: 01 March 2026 The unsafe condition requires the immediate adoption of this Airworthiness Directive (AD). The Director of Civil Aviation (DCA) found that good cause exists for issuance of this AD effective 30 days from date of issue: Effective Date: 30 March 2026.	
	This MAN is issued in accordance with Part 24 of the Civil Aviation Regulations, 2011 (SACAR) and continued airworthiness of an aircraft shall be ensured by accomplishing any applicable MAN. Consequently, no person may operate an aircraft contrary to the provisions of this approved and issued MAN, except in accordance with an exemption or alternative means of compliance issued by the DCA in terms of SACAR Part 11.	
Design Approval Holder Name: MULTIPLE Foreign AD: None Superseded: None <i>(Please note: If there is any MAN that is similar to this MAN, the more restrictive will apply)</i>	Type/Model Designation (s): NON-TYPE CERTIFICATED AIRCRAFT	
ATA 27 – FLIGHT CONTROLS		
Manufacturer(s):	Multiple	
Applicability:	ALL NON-TYPE CERTIFICATED AIRCRAFT (NTCA) REGISTERED IN SOUTH AFRICA	
Reason / Unsafe Condition:	In October 2021 a fatal accident occurred at Tierpoort Farm, in the Boschkop area, the aircraft took off from Kittyhawk Aerodrome (FAKT). During the flight the right wing of a Rand Robinson KR-2 aircraft broke, leading to the aircraft crashing. During the investigation, conducted by the Accident and Incident Investigation Division (AIID) the broken wing was reconstructed, and it was found that the aileron attached to it was out of balance. It is suspected that since the aileron was out of balance it might have resulted in aerodynamic flutter, that might have caused excessive stress on the wing spar, which might have led to the wing breaking during flight. Since flight controls are a critical part of an aircraft airworthiness and flying safely it is important that we put in safety measures to reduce the risk of flight controls failures and incidents that might be caused by flight controls unserviceability.	

Required Interim Action (s) and Compliance Time (s):	The actions required by this MAN are interim actions and the DCA may take further actions in the future, hence compliance is required as indicated: Repetitive Inspections, Required Actions and Compliance Times: Due to concerns about flutter arising from unbalanced or defective control surfaces, the following requirements shall be applicable to non-type certificated aircraft: 1) Where aircraft have undergone maintenance, inclusive of any paintwork activity being performed, during which the flight control surfaces are disturbed in any way, manufacturer specifications and/or requirements relating to control surface mass balancing and aerodynamic balancing must be complied with. 2) If the aircraft is fitted with a damper which is connected to a control surface, then it should be inspected as per the OEM requirements or during the annual inspection if no OEM requirements are specified. 3) Duplicate inspections of all flight control systems shall be conducted by a person as required by Part 44 of the Civil Aviation Regulations, 2011, as amended, to verify that the manufacturer's specifications and requirements have been met in full, prior to further flight.
Related Information and remarks:	Owners and Operators are responsible for having actions required by this MAN performed within the compliance time of the effective date, unless they have been granted, upon application, an exemption or recognition of alternative means of compliance by the DCA in terms of SACAR Part 11. This MAN is a final rule that involves requirements affecting flight safety and the DCA invites you to submit any written relevant data, views, or arguments regarding this AD. Enquiries or more information regarding this MAN, should be referred to the Aviation Safety Standards and Assurance (SSA), Consistency and Standardisation Department (CSD), SACAA at contact details: Email: sdr@caa.co.za www.caa.co.za
Attachments:	NONE
1,9 FEB-2026 Date:	 Signature by Director of Civil Aviation: