

Subject: Continuing Airworthiness of Aerazur AIR 12 A (M2) Towing Hook**Ref. Publications:**

Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários
Aircraft Accident Summary Report [2022/ACCID/05](#) dated 20 December 2023.

Applicability:

All aeroplanes equipped with Aerazur AIR 12A M2 towing hook (Part Number 55509-B).

These are known to be installed on, but not limited to:

- DAHER AEROSPACE MS 890 series and Rallye 235 series aeroplanes;
- CEAPR HR 100 series aeroplanes;
- CEAPR R 1180 T and R 1180 TD aeroplanes;
- CEAPR DR 200, DR 300, and DR 400 series aeroplanes.

Description:

In November 2022, a glider towing accident occurred as a result of the uncommanded release of the towing cable. It was established that the root cause was a defective AIR 12A towing hook. Furthermore, it was determined that that hook was not in compliance with [DGAC Airworthiness Directive 77.76\(A\)](#) (which requires modification and re-identification of towing hooks AIR 12A, having a serial number lower than 2800, not later than end of September 1977), and that the hook had been refurbished with a non-approved component installed in an incorrect way. That hook was known by the flight club members to be defective and difficult to operate. In particular, the hook could jam in its position and had to be forced manually into the desired position.

The component maintenance manual (CMM) of the Aerazur AIR 12 A (M2) towing hook provides instructions to inspect the hook for correct operation (i.e., seamless and smooth operation of the locking mechanism) and absence of signs of shocks or abrasions during each periodic shop visit of the aircraft; in addition, the hook should be also cleaned and lubricated with SISS 55 grease or equivalent.

The CMM further specifies that unserviceable parts should be shipped to the hook manufacturer for repair. However, the original equipment manufacturer (OEM) has effectively ceased operation, and OEM spare parts may no longer be available.

This is information only. Recommendations are not mandatory.



At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Commission Regulation (EU) [748/2012](#), Part 21.A.3B.

Recommendation(s):

Owners and organisations involved in the operation and the maintenance of towing aeroplanes equipped with an Aerazur AIR 12A towing hook are recommended to:

- Inspect the towing hook for correct functioning (smooth operation; absence of damage) in accordance with the applicable instructions for continued airworthiness (e.g., CMM; Aircraft Maintenance Manual).
- Remove from service the hook if:
 - it is damaged, including showing signs of impacts, abrasions, or corrosion, or
 - it is jamming, or
 - it is sluggish or difficult to operate.
- Repair the part only in accordance with applicable maintenance data, in accordance with the provisions of Part-M and Part-ML.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

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