

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Inspektion/förstärkning av struktur

GÄLLER: DHC-6 Twin Otter S/N 2 t o m 494, 497 t o m 503, 505 och 507.

ÅTGÄRD: Utför åtgärder enligt bifogad kopia av Kanadensiskt AD CF-77-05R1 och de Havilland Service Bulletin 6/348 daterad 16 juli 1976 eller senare utgåva.

**TID FÖR
ÅTGÄRD:** Efter 1991-06-01 i intervall och vindhastighet angivet i CF-77-05R1. När modifiering 6/1594 införts gäller ej detta LVD.

UNDERLAG: CF-77-05R1, de Havilland Service Bulletin 6/348 daterad 16 juli 1976 eller senare utgåva.

REFERENS: CF-77-05R1.

**UTGIVNINGS-
DATUM:** 1991-05-23

LFS: 1991:12

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



Transport
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Aérienne

TP 7245E

No.	CF-77-05R1	1/1
Date	10 April 1991	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION 211 OF THE AIR REGULATIONS AND CHAPTER 593 OF THE AIRWORTHINESS MANUAL.

CF-77-05R1 DE HAVILLAND

Applies to Boeing Canada, de Havilland Division Model DHC-6 Twin Otter aircraft, serial numbers 2 through 494, 497 through 503, 505 and 507.

Compliance is required as indicated.

Cracking has been reported on the elevator control circuit structural members on the underside of the cockpit floor. This cracking is attributed to high ground gust loads on the locked elevator control, or frequent use of the hydraulic hand pump, or to a combination of these factors.

To preclude the possibility of loss of elevator control through failure of the elevator housing assembly lower mounting structure (P/N C6CFM1268-1), accomplish the following:

- A. At 200-hour intervals, and whenever the aeroplane has been parked with gust lock installed in winds with mean velocity estimated at 56 km/h (35 mph), inspect channel member (P/N C6FS1229-37) and reinforcing member (P/N C6FS1229-31), in accordance with de Havilland Service Bulletin 6/348 dated 16 July 1976, or later revision approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.
- B. Prior to 1 September 1992, incorporate de Havilland Modification 6/1594.

Incorporation of de Havilland Modification 6/1594 provides terminating action for this directive.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This revision supersedes Airworthiness Directive CF-77-05, which became effective 15 April 1977.

This directive becomes effective 1 June 1991.

For Minister of Transport

S.R. Didrikson
Chief, Continuing Airworthiness

This revision mandates terminating action pursuant to Transport Canada's Aging Aircraft Program as agreed between interested users, the manufacturer and Transport Canada.

Further information regarding the contents or interpretation of this directive may be attained from your regional airworthiness office, or by contacting directly Mr. Wes Watson, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4343 or facsimile (613) 996-9178.

THIS AIRWORTHINESS DIRECTIVE MAY BE APPLICABLE TO AN AIRCRAFT MODEL WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE AIRWORTHINESS DIRECTIVES. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AIRWORTHINESS DIRECTIVE MAY INVALIDATE THE CERTIFICATE OF AIRWORTHINESS OR FLIGHT PERMIT OF YOUR AIRCRAFT.

For any address change, print new address on the envelope in which this Directive was received and return to Transport Canada, AARCE, Ottawa, Ontario, K1A 0N8 (Full postage required).

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