

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickundersökning/förstärkning av kroppsspant

GÄLLER: de Havilland DHC-6 Twin Otter alla modeller S/N 1 t o m 411.

ÅTGÄRD: Utför kontroll, reparation och utbyte i enlighet med de Havilland Service Bulletin 6/371 daterad 2 juni 1978 eller senare utgåva.

TID FÖR ÅTGÄRD: I tid och intervall angivet i Kanadensiskt AD CF-78-17R1.
Införande av de Havilland Modification 6/1461 (eller 6/1553) och 6/1462 skall vara infört före 1996-01-01 och upphäver detta LVD.

UNDERLAG: CF-78-17R1, de Havilland Service Bulletin 6/371 daterad 2 juni 1978 eller senare utgåva, de Havilland Modification 6/1461 (eller 6/1553) och 6/1462.

REFERENS: CF-78-17R1

UTGIVNINGS-DATUM: 1991-05-23

LFS: 1991:12

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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
Canada

Transports
Canada

Aviation Réglementation
Regulation Aérienne

TP 7245E

No.	CF-78-17R1	1/1
Date	9 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-78-17R1 DE HAVILLAND

Applies to Boeing Canada, de Havilland Division Model DHC-6 Twin Otter aircraft, all series, serial numbers 1 through 411 inclusive.

Compliance is required as indicated.

Inter-rivet cracking of the fuselage side frame skin flanges at Stations 218.125 and 219.525 has occurred on a number of aircraft in service. Cracks are initiated by stress induced by riveting; side frames of material with improved stress corrosion resistance have been introduced by the manufacturer.

To detect such cracking and to preclude failure, accomplish the following:

- A. Proceed with inspections, repairs and replacements in accordance with de Havilland Service Bulletin 6/371 dated 2 June 1978, or later revision approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.
- B. Prior to 1 January 1996, incorporate de Havilland Modifications 6/1461 (or 6/1553) and 6/1462.

Incorporation of the modifications specified in paragraph B above 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-78-17 issued 6 October 1978.

This directive becomes effective 1 June 1991.

For Minister of Transport

S.R. Didrikson
Chief, Continuing Airworthiness

This revision mandates termination 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 obtained from your nearest Transport Canada regional airworthiness office, or by contacting directly Mr. Wes Watson, Continuing Airworthiness, Transport Canada, 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).