
Sektion 2. Utlandstillverkad flygmateriel

Denna LVD har utfärdats för att omfatta alla de nationella luftfartyg som inte regleras av EASA utan av det svenska regelverket BCL-M.

TITEL:	Inspektion/byte av "Magneto Firwall connector".
GÄLLER:	Alla Viking Air limited, Modeller DHC-2 flygplan som drivs med radial motorer och har "magneto connector plug" i enlighet med Transport Canada Airworthiness Directive (AD) CF-2001-36R1.
REVISION:	-
ÅTGÄRD:	Utför åtgärder i enlighet med bifogad Transport Canada Airworthiness Directive (AD) CF-2001-36R1. Refererad AD finns även tillgänglig på följande internetadress: http://www.tc.gc.ca/aviation/applications/cawis-swimn/awd-lv-cs1401.asp?rand
TID FÖR ÅTGÄRD:	Utför åtgärder enligt Transport Canada Airworthiness Directive (AD) CF-2001-36R1, men med denna LVD:s beslutsdatum som utgångspunkt och senast 30 december 2010.
UNDERLAG:	Viking Air Limited Service Bulletin Nummer V2/0001, daterad 2007-06-27 eller senare revisioner.
REFERENS:	Transport Canada AD CF-2001-36R1
BESLUTSDATUM:	06 maj 2010
BESLUT:	TSL 2010-1951

Åtgärder 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 senast gällande revision/utgåva.

Postadress	Gatuadress	Telefonnummer	Faxnummer
601 73 NORRKÖPING	Vikboplan 7	0771-503 503	011-415 22 50



No.	CF-2001-36R1	1/2
Issue Date	21 January 2008	

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to *Canadian Aviation Regulation (CAR) 603*. Pursuant to CAR 605.84 and the further details of CAR Standard 625, Appendix H, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with CAR 605.84 and the above-referenced Standard.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone 613 952-4357.

Number: CF-2001-36R1

Subject: Magneto Firewall Connector

Effective: 31 January 2008

Revision: This revision requires the replacement of the Magneto firewall electrical connector.

Cancellation: This revision cancels Airworthiness Directive (AD) CF-2001-36

Applicability: All Viking Air Limited, Model DHC-2 aircraft powered by radial engines with a firewall magneto connector plug as described in Viking Air Limited Service Bulletin (SB) V2/0001.

Compliance: When indicated, unless already accomplished.

Background: A complete loss of both ignition systems occurred on a DHC-3 Otter when the lock wire hole in the ignition connector plug on the firewall broke out, allowing the plug to vibrate loose. A maintenance "safety" feature through a spring-loaded safety pin incorporated in the firewall connector on many DHC-2 aircraft grounds out both magneto systems when the connector is disconnected. This connector type is readily identified when disconnected by the existence of three internal pins on the firewall and magneto harness side, one of which is shorted directly to ground.

Subsequent to the issuance of AD CF-2001-36 a complete loss of both ignition systems occurred on a DHC-2 Beaver resulting in engine failure and subsequent forced approach and landing. Investigation by the Transportation Safety Board determined the internal failure of the magneto firewall connector resulted in both magneto "P" leads shorting to ground. A maintenance "safety" feature through a spring-loaded safety pin incorporated in the firewall connector on many DHC-2 aircraft grounds out both magneto systems when the connector is disconnected. This connector type is readily identified when disconnected by the existence of three internal pins on the firewall and magneto harness side, one of which is shorted directly to ground.

These connectors are no longer in production.

Since no effective Instructions for Continued Airworthiness exist to ensure the safety feature of these connectors will operate correctly when disconnected, or will ensure the internal integrity of the connector while in service, this directive is revised to mandate replacement of connectors with a different design.

Viking Air Limited has developed SB V2/0001 to provide for the installation of a replacement connector, similar in design to magneto systems in service today. This modification incorporates a "straight through" type connector, ensuring magneto circuit integrity should the connection open.

Pursuant to CAR 202.51 the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address.

To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or www.tc.gc.ca/civilaviation/communications/centre/address.asp

24-0022 (01-2005)

Canada

**Corrective
Actions:**

- A. Within 3 months or 110 hours air time after 31 October 2001 (the original effective date of AD CF-2001-36) whichever occurs first, perform a visual inspection of the firewall ignition plug and receptacle for proper lock wiring and security in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A2/53, Revision 'A' dated 30 August 2001, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.
- B. Replace any damaged parts before further flight.
- C. Within 3 months after 31 October 2001 (the original effective date of AD CF-2001-36), incorporate Temporary Revision TR2-24, dated 24 August 2001, to Maintenance Manual PSM 1-2-2 into the periodic inspection of the aircraft approved maintenance schedule. Once incorporated, this inspection is considered a routine task subject to normal maintenance program development and escalation.

Terminating Action:

No later than 1 August 2008, operators of the affected aircraft are to comply with the accomplishment instructions of Viking Air Limited SB V2/0001 dated 27 June 2007, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Authorization: For Minister of Transport, Infrastructure and Communities

B. Goyaniuk
Chief, Continuing Airworthiness

Contact: Mr. Paul Jones, Continuing Airworthiness, Ottawa, telephone 613-952-4431, facsimile 613-996-9178 or e-mail jonesp@tc.gc.ca or any Transport Canada Centre.