

LUFTVÄRDIGHETSDIREKTIV (LVD)

Flygplan De Havilland LVD Nr 2321

Sektion 2. Utlandstillverkad flygmateriel

TITEL:

Inspektion/byte av höjdrodrets stötstänger och

lagerändstycken

GÄLLER:

DHC-6 Twin Otter alla S/N

ÅTGÄRD:

För att undvika utmattningssprickor i höjdrodrets stötstänger och

lagerändstycken utför åtgärder enligt bifogad kopia av

AD CF-90-10.

TID FÖR ATGÄRD:

Inom 25 flygtimmar eller 5 kalenderdagar räknat från detta LVD's

utgivningsdatum om ej tidigare utförts.

UNDERLAG:

CF-90-10

De Havilland Illustrated Parts Catalogue Section 27-30-00 sidan 0,

figur 1, item 30.

REFERENS:

CF-90-10

FAA AD 90-11-01 och LFV skrivelse L 9005-1151-31202 daterad

1990-05-11.

UTGIVNINGS-

DATUM:

1990-11-08

LFS: 1990:27

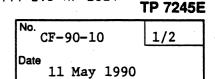
Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar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



Transport Canada Transports Canada

Aviation Regulation Réglementation

Aérienne



AIRWORTHINESS DIRECTIVE

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

CF-90-10 DE HAVILLAND

Applies to all Boeing of Canada, de Havilland Division, Model DHC-6 Twin Otter aircraft.

Compliance is required within 25 flight hours or five calendar days, whichever occurs first, after the effective date of this directive, unless already accomplished within the previous 21 calendar days.

Fatigue failure of an elevator pushrod end has been reported on an aircraft in service. The failure occurred in the root of the first thread of one of the rod ends, adjacent to the end lug. De Havilland Illustrated Parts Catalogue, section 27-30-00, page 0, figure 1, item 30 illustrates the location of the rod.

To detect cracked rod ends or other anomalies, and prevent recurrence of rod end failure, accomplish the following:

- 1. Remove the pushrod from the aircraft and remove the rod ends from both ends of the pushrod.
- 2. Visually inspect the pushrods and rod ends to ensure they are not bent, corroded or damaged, and that the rod end bearings are free to rotate.
- 3. Thoroughly clean the rod ends and perform a visual inspection of the shank threads for cracks, first using at least a 10-power magnifying glass and a strong light, followed by a high sensitivity fluorescent penetrant inspection.
- 4. Pushrods or rod ends found bent, corroded, cracked or seized during the inspections at 2 or 3 above are to be replaced with serviceable parts before further flight. Retain removed parts for possible future examination.
- 5. Within 5 calendar days from the removal of any discrepant parts from the aircraft, advise Transport Canada by writing directly to:

S.R. Didrikson Chief, Continuing Airworthiness Transport Canada (AARDG) 200 Kent Street Ottawa, Ontario K1A 0N8 Tel: (613) 952-4356 Fax: (613) 996-9178

Alternate 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 directive becomes effective 14 May 1990.

For Minister of Transport

S.R. Didrikson

Chief, Continuing Airworthiness

NO.	
N° CF-90-10	2/2

For further information regarding the contents or interpretation of this directive, please contact your regional airworthiness office, or call directly Mr. Don Cavanaugh, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4410.

This directive was originally issued by Telex AARDG 90/26 dated 11 May 1990.

Pushrod part numbers indicated in paragraph 1 of the original Telex have been omitted from this printed copy because there are other part numbers which may be installed.