

Sektion 2. Utlandstillverkad flygmateriel

- TITEL:** Inspektion av motorinbyggnadens nedre longeronger för sprickor och bucklor
- GÄLLER:** de Havilland DHC-6 Twin Otter alla S/N
- ÅTGÄRD:** För att i tid upptäcka spruckna eller buckliga longeronger utför visuell inspektion i enlighet med de Havilland Aircraft of Canada Limited Service Bulletin No. 6/509 daterad 23 februari 1990 eller senare revision.
- TID FÖR ÅTGÄRD:**
1. För flygplan utrustade enligt punkt (a) i bifogad kopia av CF-81-07R4 inom 50 flygtimmar, därefter i intervaller av 50 flygtimmar, räknat från detta LVD's utgivningsdatum samt efter varje hård landning.
 2. För flygplan utrustade enligt (b) inom 50 flygtimmar, därefter i intervaller av 200 flygtimmar, räknat från detta LVD's utgivningsdatum samt efter varje hård landning.
 3. För alla andra flygplan enligt (c) inom 400 flygtimmar, därefter i intervall av 400 flygtimmar räknat från detta LVD's utgivningsdatum samt efter varje hård landning.
- UNDERLAG:** de Havilland Aircraft of Canada Limited Service Bulletin No. 6/509 daterad 23 februari 1990 eller senare revision.
- REFERENS:** CF-81-07R4
- UTGIVNINGS-DATUM:** 1994-05-18

LFS: 1994:14

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.



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TP 7245E

No.	CF-81-07R4	1/2
Date	15 March 1994	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION 211 OF THE AIR REGULATIONS AND CHAPTER 503 OF THE AIRWORTHINESS MANUAL.

CF-81-07R4 DE HAVILLAND

Applies to all de Havilland Inc. DHC-6 "Twin Otter" aircraft.

Compliance is required as follows:

(a) For aircraft fitted with the following:

- high flotation tires; or
 - intermediate flotation tires, not installed in accordance with de Havilland Standard Option Only(SOO) 6048, with or without Modification 6/1655 installed; or
 - intermediate flotation tires installed in accordance with de Havilland SOO 6048, without Modification 6/1655 installed; or
 - skis or floats, without Modification 6/1655 installed:
- (i) Initially, within 50 flight hours after 19 November 1990; and
 - (ii) Thereafter, at intervals not to exceed 50 flight hours; and
 - (iii) After each hard landing.

(b) For aircraft fitted with the following:

- intermediate flotation tires installed in accordance with de Havilland SOO 6048, with Modification 6/1655 installed; or
 - skis or floats, with Modification 6/1655 installed:
- (i) Initially, within 50 flight hours after 19 November 1990; and
 - (ii) Thereafter, at intervals not to exceed 200 flight hours; and
 - (iii) After each hard landing.

(c) For all other aircraft:

- (i) Initially, within 400 flight hours after 19 November 1990; and
- (ii) Thereafter, at intervals not to exceed 400 flight hours; and
- (iii) After each hard landing.

Note: The 200- and 400-hour intervals specified in (b)(ii) and (c)(ii) above may be adjusted up a maximum of 5% (10 and 20 hours respectively) to permit accomplishment at scheduled maintenance inspections.

Buckles and cracks have developed in engine nacelle lower longerons, P/N C6W1512, behind the engine mount, particularly on aircraft operating from unprepared surfaces with high or intermediate flotation tires or skis, and on aircraft operating with floats from very rough water. One incident has occurred on a standard configuration aircraft.

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, AARPC, Ottawa, Ontario K1A 0H8 (full postage required).

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To provide for timely detection of buckled or cracked longerons, open the left and right-hand engine cowlings and visually inspect the inner edge of each lower longeron, six to ten inches aft of the forward end of the longeron, for signs of buckling or cracking. Service Bulletin No. 6/509 dated 23 February 1990, refers.

If buckles or cracks are found, replace the failed longerons with serviceable parts before further flight.

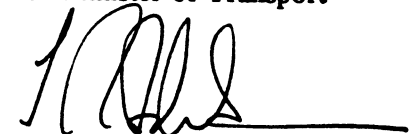
Accomplishment of de Havilland Modification 6/1655 does not terminate the inspection requirements of this directive.

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-81-07R3 issued 7 June 1993.

This directive becomes effective 25 April 1994.

For Minister of Transport



S.R. Didrikson
Chief, Continuing Airworthiness

This revision provides an extended inspection interval for aircraft fitted with intermediate flotation tires, or with skis or floats and Modification 6/1655 installed.

Further information regarding the contents or interpretation of this directive may be obtained from your regional airworthiness office, or by contacting directly Mr. Bill Miller, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4388 or facsimile (613) 996-9178.