

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll/modifiering av stabilisatorns infästningsbeslag

GÄLLER: DHC-6 "Twin Otter" med S/N 3 t o m 820

ÅTGÄRD: Utför åtgärderna beskrivna under A och B i bifogad kopia av Kanada AD CF-92-04.

TID FÖR ÅTGÄRD: Inom tider och intervaller angivna i bifogad kopia av CF-92-04. Införande av modifieringarna 6/1890, 61891 och 6/1892 är en slutlig åtgärd till detta LVD.

UNDERLAG: AD CF-92-04, de Havilland Service Bulletin 6/438 revision D, daterad 28 mars 1986, SB 6/513 daterad 2 augusti 1991 eller senare av kanadensiska myndigheten godkända revisioner.

REFERENS: Kanadensiskt AD CF-92-04

UTGIVNINGS-DATUM: 1992-04-02

LFS: 1992:12

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.

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TP 7245E

No.	CF-92-04	1/2
Date	30 January 1992	

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-92-04 DE HAVILLAND

Applies to Boeing Canada, de Havilland Division Model DHC-6 "Twin Otter" aircraft, serial numbers 3 through 820.

Compliance is required as indicated.

Loose horizontal stabilizer forward and aft attachment fittings have been reported on several aircraft. Investigation has indicated that this looseness problem originated from the previous replacement of the fittings by compliance with Airworthiness Directive (AD) CF-83-21. The blind fasteners used for installation of the replacement fittings were coming loose, particularly when combined with other factors such as enlarged fastener holes in the spar webs, and rear fuselage vibration. If not detected early and corrected, this condition may lead to failure of the horizontal stabilizer attachment fittings.

To preclude failure of the horizontal stabilizer attachment fittings, accomplish the following:

- A. For aircraft which have not had Modification Nos. 6/1808 and 6/1809 incorporated:
1. Continue repetitive inspection of the horizontal stabilizer forward and rear attachment fittings for cracks at intervals of 800 flight hours or 8 months, whichever occurs first, in accordance with de Havilland Service Bulletin 6/438, Revision D dated 28 March 1986, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.

NOTE: The above inspection was originally mandated by AD CF-83-21.

2. If there is evidence of cracks, accomplish the following:
 - (a) Replace the cracked fitting with a serviceable part whose part number is C6TPM1049-27 (forward fitting) or C6TPM1050-27 (rear fitting); and
 - (b) Incorporate Modifications 6/1890, and either or both of Modifications 6/1891 and 6/1892, depending on the locations of the cracked fittings.

Compliance with the requirements of paragraphs (a) and (b) above is required as follows:

- (i) Within 100 flight hours or one month, whichever occurs first, if the combined total length of cracks in any one fitting is one inch or less; or
- (ii) Before further flight if the combined total length of cracks in any one fitting is greater than one inch.

- B. For aircraft which have had Modifications 6/1808, 6/1809, 6/1855 and 6/1856 incorporated:
1. Within 400 flight hours or 2 months, whichever occurs first after the effective date of this directive, and thereafter every 800 flight hours or 6 months, whichever occurs first, inspect the rivets attaching the fittings to the horizontal stabilizer forward and rear spars for looseness in accordance with paragraph III.A of de Havilland Service Bulletin 6/513 dated 2 August 1991, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.

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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2. If rivets are found loose by the inspection of paragraph B.1 above, incorporate Modifications 6/1890, 6/1891 and 6/1892 within a further 400 flight hours.
3. Within 2 years from the effective date of this directive, incorporate Modifications 6/1890, 6/1891 and 6/1892 at all forward and rear horizontal stabilizer attachment fittings.

Modifications 6/1890, 6/1891 and 6/1892 must be performed in accordance with de Havilland Service Bulletin 6/513 dated 2 August 1991, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. Incorporation of Modifications 6/1890, 6/1891 and 6/1892 at all four horizontal stabilizer fittings constitutes a terminating action to 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 directive supersedes Airworthiness Directive CF-83-21 issued 29 August 1983, and CF-85-10 issued 26 July 1985.

This directive becomes effective 9 March 1992.

For Minister of Transport


S.R. Didrikson
Chief, Continuing Airworthiness

Further information regarding the contents or interpretation of this directive may be obtained from your regional airworthiness office, or by contacting directly Mr. Dung Duc Tran, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4410 or facsimile (613) 996-9178.