

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickundersökning av sprygel för bakkroppens främre infästning

GÄLLER: Model DHC-3.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av CF-89-20R1.

TID FÖR ÅTGÄRD: Inom 2 år efter första inspektionen och därefter i intervaller av 2 år.

Införandet av Modifiering nr 3/935 i enlighet med de Havilland Service Bulletin 3/50 Revision A daterad 17 februari 1995 eller senare godkänd utgåva är en slutlig åtgärd.

UNDERLAG: CF-89-20R1, de Havilland Service Bulletin nr 3/46 Revision B daterad 1 december 1989, de Havilland Service Bulletin nr 3/50 Revision A daterad 17 februari 1995.

REFERENS: CF-89-20R1

UTGIVNINGS-DATUM: 1995-04-06

LFS: 1995:20

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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No.	CF-89-20R1	1/2
Date	22 February 1995	

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-89-20R1 DE HAVILLAND

Applies to all de Havilland Inc. Model DHC-3 aircraft.

Compliance is required initially within 3 calendar months from 15 January 1990, the effective date of the original issue of Airworthiness Directive CF-89-20, unless already accomplished within the 21 months prior to 15 January 1990, in which case that previous inspection shall constitute the initial inspection. Subsequent inspections are to be accomplished at intervals not to exceed two years from the previous inspection.

There have been six reported cases of cracking of the tailplane center section main ribs. The cracks are found at the main rib forward flange radius and at the forward lower flange radius. If undetected, the cracking could lead to failure of the rib structure supporting the tailplane front attachment fitting.

To detect the cracks and prevent the failure of the rib supporting the tailplane front attachment fitting, accomplish the following:

1. Inspect the forward flanges and the lower flanges of the center section main ribs or the repair angles using a dye penetrant method in accordance with items 1 through 4 of the Accomplishment Instructions of de Havilland Service Bulletin No. 3/46 Revision B, dated 1 December 1989, or later revision approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.
2. If no cracks are found, the aircraft may be returned to service after reassembling the structure in accordance with items 5, 23 and 24 of the Accomplishment Instructions of the aforementioned de Havilland service bulletin.
3. If cracks are found in the main rib forward flanges or in the repair angles they are to be repaired before further flight in accordance with items 6 through 13 of the Accomplishment Instructions of the referenced service bulletin.
4. If cracks are found in the main rib lower flanges or in the repair angles, they are to be repaired before further flight in accordance with items 6, and 14 through 20 of the Accomplishment Instructions of the referenced service bulletin.

Incorporation of Modification 3/935 in accordance with de Havilland Service Bulletin 3/50 Revision A, dated 17 February 1995, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa, provides terminating action to the 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-89-20 issued 15 December 1989.

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, AARCC, Ottawa, Ontario K1A 0N8 (full postage required).

This directive becomes effective 21 March 1995.

For Minister of Transport



S.R. Didrikson
Chief, Continuing Airworthiness

The purpose of this revision is to provide terminating action to the requirements of this directive.

Further information regarding the contents or interpretation of this directive may be obtained from your regional office, or by contacting directly Mr. Dung Duc Tran, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4379 or facsimile (613) 996-9178.