
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Korrosionskontroll samt modifiering av höjdrodrens yttre sprygel

GÄLLER: DHC-2 MK I och MK II Beaver alla S/N och DHC-2 MK III Turbo Beaver alla S/N

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av CF-97-06

TID FÖR ÅTGÄRD: Före 31 December 1997 om ej tidigare utfört

UNDERLAG: AD CF-97-06
de Havilland Service Bulletin 2/50 daterad 9 maj 1997 eller senare utgåva.

REFERENS: AD CF-97-06

BESLUTSDATUM: 1997-08-20

LFS 1997:36

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. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450



No.	CF-97-06	1/1
Date	28 May 1997	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO PART V, SUBPART 93 OF THE CANADIAN AVIATION REGULATIONS.

CF-97-06 DE HAVILLAND

Applies to all de Havilland DHC-2 MK I and MK II Beaver aircraft and to all DHC-2 MK III Turbo Beaver aircraft.

Compliance is required by 31 December 1997, unless already accomplished.

Some field reports have indicated that the elevator tip rib is corroding underneath the mass balance weights. This corrosion may lead to a loss of the balance weight in flight and possible flight control difficulties.

To reduce the risk of flight control difficulties in flight accomplish the following:

(a) For all MK I and MK II Beaver aircraft:

Inspect the elevator tip rib for corrosion and install Modification 2/1540 in accordance with instructions contained in de Havilland Service Bulletin 2/50 (Installation of Access Cover and Special Inspection of the Elevator Mass Balance Weight for Separation) dated 9 May 1997, or later revisions approved by the Director, Aircraft Certification, Transport Canada, Ottawa.

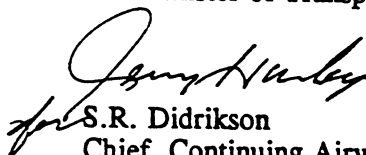
(b) For all MK III Turbo Beaver aircraft:

Inspect the elevator tip rib for corrosion and install Modification T2/2079 in accordance with instructions contained in de Havilland Service Bulletin TB/58 (Installation of Access Cover and Special Inspection of the Elevator Mass Balance Weight for Separation) dated 9 May 1997, or later revisions approved by the Director, Aircraft Certification, Transport Canada, Ottawa.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Aircraft Certification, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This directive becomes effective 7 July 1997.

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. Bill Miller, Transport Canada, Continuing Airworthiness Division, Ottawa, telephone (613) 952-4388 or facsimile (613) 996-9178.

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, AARNG, Ottawa, Ontario K1A 0N6 (full postage required).

24-0022 (07-90)

