LUFTFARTSVERKET
Luftfartsinspektionen

LUFTVÄRDIGHETSDIREKTIV (LVD)

A. Flygplan
British Aerospace
LVD Nr 2822

Sektion 2. Utlandstillverkad flygmateriel

TITEL: **Kontroll och tidsbegränsning av kroppens vinginfästningsbeslag**

GÄLLER: Modellerna DH60, 82 och 83 Moth serien

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av CAA AD 006-10-97

TID FÖR ÅTGÄRD: Inom tider och intervaller angivna i British Aerospace Technical News Sheet (TNS) CT (Moth) No. 29

UNDERLÅG: CAA AD 006-10-97
British Aerospace Technical News Sheet (TNS) CT (Moth) No. 29

REFERENS: CAA AD 006-10-97

BESLUTSDATUM: 1997-12-08

LFS 1997:58

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

CAA AIRWORTHINESS DIRECTIVE 006-10-97

APPLICABILITY British Aerospace DH60, 82 and 83 Moth series aircraft.

SUBJECT - DESCRIPTION Fuselage - Cockpit lateral tie rods - Fracture at wing joint fittings.

COMPLIANCE - REQUIREMENT (SUMMARY) Compliance is required with British Aerospace Technical News Sheet (TNS) CT (Moth) No. 29 at the thresholds stated in the TNS. The Technical News Sheet calls for both lateral Fuselage Tie Rods to become "lifed items" restricted to a service life of 2000 flying hours or 18 years (whichever is sooner) and introduces a visual examination of Fuselage Tie Rods, Spar Attachment Fittings and Lower Fuselage Longeron tie rod location holes. Manuals must also be amended within 3 months of the issue date of the TNS in order to introduce annual and heavy landing inspections into the aircraft Recommended Maintenance Schedule, and an amendment to the details of replacement Tie Rods and nuts in the Maintenance and Repair Manual. This action is required because during routine maintenance on a DH82 aircraft it was found that the lateral Fuselage Tie Rod at the aft position had sheared at its location with the spar attachment fitting. Subsequent investigation found the failure was a result of fatigue cracking in the thread root. In addition the forward Tie Rod (which had not fractured) was distorted and found to have been manufactured from material of incorrect specification with a lower tensile strength.