



Transport
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No. CF-83-07

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to Canadian Aviation Regulation (CAR) 593. Pursuant to CAR 605.84 and the further details of CAR Standard 625, Appendix H, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with CAR 605.84 and the above- referenced Standard.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

CF-83-07 DE HAVILLAND

Applies to all de Havilland Aircraft of Canada Model DHC-2 aircraft, all Marks (MK).

Compliance is required as indicated.

To preclude failure of the wing lift strut upper fitting accomplish the following:

(a) Unless already accomplished, install wing strut assemblies Part Number C2W1103A and C2W1104A or C2W1115-1 and C2W1115-2 on MK I and C2W1147 and C2W1148 on MK II (Serial Number 80) in accordance with the following:

(1) Before April 1, 1983, on aircraft:

(i) converted from military and having strut assemblies Part Number C2W545A and C2W546A; or

(ii) having strut assemblies Part Number C2W545A and C2W546A obtained from ex-military spares stock installed.

(2) Before January 1, 1984, on all other aircraft not specified in paragraph (a) (1) above.

(3) Before the above dates if required by the strut replacement times specified in paragraphs (c) through (f) below.

(b) Prior to the replacement of strut assemblies Part Numbers C2W545A and C2W546A on aircraft as required by paragraph (a) above, unless already accomplished within the last 485 hours flight time, inspect the upper strut fitting within the next 15 hours flight time from the effective date of this Directive, and thereafter at intervals not exceeding 500 hours flight time. Inspect as follows:

(i) Detach each wing lift strut assembly at the wing upper lift strut fitting. Strip the paint from, and visually examine the local region of the upper lift strut fitting in the 1/8" radius at the junction of each face of the lug to the attachment flanges to ensure that each radius is smooth, not less than 1/8" and blends smoothly into the lug without machine marks or nicks.

(ii) Use a fluorescent dye penetrant method to inspect the upper lift strut fitting for cracks along the length of each radius at the junction of each face of the lug to the attachment flanges. Before this inspection, clean and prepare the unpainted area in accordance with procedures recommended by the dye manufacturer. On completion of inspection, reapply protective finish.

(iii) Strut fittings with cracks, or with radii less than specified, or with irregular radii, machine marks or nicks, must be replaced by serviceable parts before further flight. The condition of parts so replaced is to be reported to the Director, Airworthiness Branch, Department of Transport, Ottawa, Ontario, K1A 0N8. Replaced parts are to be removed from service and marked to prevent future installation. If replacement assemblies C2W545A and C2W546A (except as prohibited under paragraph (a) (1)) are to be installed, the upper lift strut fitting radii are to be stripped of paint and inspected as indicated above to ensure serviceability.

(c) The following strut replacement times apply for aircraft engaged in normal operation (maximum weight 5,100 lbs. for all Models, or 5,370 lbs. for MK III Turbo-Beaver with tip tanks full):



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C2W469A/470A) MK I Beaver

C2W473A/474A) 10,000 flying hours

C2W545A/546A) These struts are not acceptable for MK III TurboBeaver

C2W685A/686A)

C2W573/574 (Aircraft Serial No. 80 only) 5,000 flying hours

C2W1147/1148 (Aircraft Serial No. 80 only) 10,000 flying hours

C2W1103A/1104A MK I Beaver 20,000 flying hours

C2W1103A/1104A MK III TurboBeaver 14,000 flying hours

C2W11151/-2 MK I Beaver and MK III TurboBeaver

Retirement not required

(d) The following strut replacement times apply for aircraft engaged in low level operations (maximum weight 5,100 lbs. for all Models, or 5,370 lbs. for MK III TurboBeaver with tip tanks full):

C2W545A/546A MK I Beaver, 2,600 flying hours. These struts not acceptable for MK III TurboBeaver

C2W469A/470A) MK I Beaver, 5,000 flying hours

C2W473A/474A) These struts not acceptable for MK III TurboBeaver

C2W685/686A)

C2W1147/1148 MK II Beaver, Serial No. 80, 5,000 flying hours

C2W573/574 MK II Beaver, Serial No. 80, NOT ACCEPTABLE

C2W1103A/1104A MK I Beaver, 10,000 flying hours

C2W1103A/1104A MK III TurboBeaver, 7,000 flying hours

C2W11151/2 MK I and MK III Beavers. Retirement not required

Low level operations can be considered as any sustained flying, carried out at low altitude. Examples of low level operations are:

- (i) agricultural (spraying, dusting, seeding and livestock and predatory animal control);
- (ii) forest and wildlife conservation; surveillance;
- (iii) aerial surveying (photography, mapping, and oil and mineral exploration);
- (iv) patrolling (pipelines, power lines, and canals);
- (v) firefighting;
- (vi) any other low level operations of a like nature not specified above.

(e) Agricultural Beaver aircraft engaged in authorized overload agricultural operations, at gross weights greater than 5,100 lbs., or similar low level overload operations.