



Transport
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No. CF-83-13

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-83-13 CANADAIR

Applies to all Canadair Limited Model CL-600-1A11 and Model CL-600-2A12 (601 Variant) Aircraft. All Aircraft Serial Numbers are affected except for those fitted with Canadair Modification Summary Number 600-932B, Inboard Flap Vane Support Mechanism Redesign, which need not comply with this Directive.

Compliance is required as indicated.

Fatigue failure of the inboard flap vane support (beam assembly - vane actuating, Part Number 600-14250-14) has occurred resulting in separation of a vane from the aircraft during flight. To detect cracking of the beam assemblies and prevent recurrence, accomplish the following on all aircraft with flap vane assemblies having 150 hours or more flight hours:

Before further flight, unless already accomplished, remove the six (three per side) flap vane support beam assemblies, Part Number 600-14250-14, and perform dye penetrant inspection of the beam assemblies at the radiused junction where the shank increases abruptly in diameter, approximately two and one half inches forward of the threaded aft end of the part.

2) If cracks are found in any of the beam assemblies, replace all six beam assemblies with new parts before further flight. Identify the location from which all parts were removed from the aircraft and forward, together with accumulated flight time, to the aircraft manufacturer within 5 days. Copy the above data regarding failure to:

Director of Airworthiness

Transport Canada

Tower "C", Place de Ville

Ottawa, Ontario, Canada

K1A 0N8

Upon accumulation of 150 additional flight hours, reinspect and, if necessary, replace the beam assemblies in accordance with the requirements of this Directive.

3) If no cracks are discovered in any of the beam assemblies insert a note in the limitations section of the Flight Manual "Maximum speed VFE with flaps at 45 degrees is 160 knots IAS". Modify the placards on the left and right hand instrument panels to read "VFE (45 degrees flap) 160". At intervals not exceeding 50 flights hours from the last inspection, reinspect and, if necessary, replace the beam assemblies in accordance with the requirements of this Directive.

Canadair Alert Service Bulletins A600-0357/A601-0010 dated 18 May, 1983, also refer to this problem.

Alternate means of compliance with this Directive must be approved by the Director, Airworthiness Branch, Transport Canada.

This Directive supersedes Airworthiness Directive CF-83-10.

This Directive becomes effective May 30, 1983.

Pursuant to CAR 202.51 the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address. To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.

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