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No. CF-83-17

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-83-17 DOUGLAS

Applies to all DC-3 Series Aircraft.

This supersedes AD CF-83-05 (dated March 3, 1983). Easements are introduced with respect to the mode of compliance.

Compliance is required as indicated.

Federal Aviation Administration AD 48-17-01 was issued to ensure the incorporation of the fire prevention modifications covered by Service Bulletins DC-3 #250, DC-3 #252, DC-3 #258, and DC-3 #259.

Service Bulletin DC-3 #259 "Installation of Shut-off Valves on Lines Carrying Combustible Fluids into the Engine Accessory Section" requires the incorporation of S.O.V.'s in the oil, hydraulic and fuel lines. AD 48-17-01 indicates that installation of a fuel S.O.V. is only recommended and is not mandatory. It is understood that this easement was made on the basis that certain aircraft would already have a suitable fuel S.O.V. adjacent to the firewall.

To preclude the possibility of a hazardous condition accomplish the following:

Either (1) Incorporate Service Bulletin DC-3 #259 in its entirety.

or (2) Incorporate a modification which provides similar protection and is approved by Transport Canada.

or (3) In the absence of a firewall shut-off valve, it is required to verify the sealing integrity of the Fuel Tank Selector at regular intervals using the following procedure.

Within the next 100 flying hours and at subsequent 100 flying hour intervals, accomplish the following:

Ensure that both Mixture controls are at Idle/Cut-off.

Set Fuel Tank Selectors to an appropriate tank, i.e. one containing fuel.

Switch on both boost pumps.

Observe that both fuel pressure indicators read approximately 18 P.S.I.

Set both Fuel Tank Selectors to OFF.

Turn off both boost pumps.

Observe that both fuel pressure indications drop immediately to approximately 12 P.S.I.

Observe both fuel pressure indications for 30 seconds and confirm that the pressures remain above 10 P.S.I.

If either or both indications fall below this 10 P.S.I. acceptance level, the reason for the pressure loss should be investigated and rectified.



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NOTE: The loss of pressure is not necessarily due to leakage at the Fuel Tank Selector, the fault may be located elsewhere in the system.

Fuel Tank Selector valve defects shall be rectified within 50 flying hours of inspection. For ease and speed of evaluation evaluation it is suggested that the Fuel Tank Selector valves are tested simultaneously.

This 100 hour inspection interval may be adjusted within plus or minus 50 hours to coincide with the operator's maintenance program. This deviation must be authorized by the Regional Superintendent of Airworthiness.

This Directive becomes effective June 21, 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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