



Transport
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No. CF-84-09R4

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-84-09R4 CANADAIR

Applies to all Canadair Ltd. Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A) aircraft that have AC generators with part numbers 720845, 720845A or 720845B installed.

Three failures of an electrical generator have been reported on CL-600-2A12 aircraft. These failures have resulted from fatigue cracks in the end of the generator housing. The crack allows oil to leak from the generator, consequently causing failure.

This fatigue crack failure condition has been reproduced during bench test running after purposely installing the bearing liner incorrectly in the generator housing. All in-service and bench failures have occurred at less than 80 operational hours, and many generators on CL-600 aircraft have run for several thousand hours. Based on the above, statistical analysis shows that any generator that reaches 150 operational hours has a very high probability of not failing.

Although the in-service failures were from one housing batch, the bench tests have shown that housings from other batches can develop the failure condition. All generator housings must therefore be assumed to be suspect.

To reduce the probability of generator failure, and possible hazard to the aircraft should more than one generator fail, accomplish the following:

1. For aircraft with any main generator with less than 150 operating hours:
 - (a) Prior to every flight, conduct a visual inspection of the engine cowls and drains for evidence of generator oil leakage. If any generator oil leaks are found, replace generator prior to flight.
 - (b) No aircraft shall be dispatched with an inoperative main generator.
 - (c) If a main generator failure occurs in flight, land as soon as possible.
 - (d) No aircraft shall be dispatched with an inoperative APU or APU generator system.
2. For aircraft with any APU generator with less than 150 operating hours, accomplish the following until the APU generator has achieved 150 operating hours:
 - (a) Prior to every flight, conduct a visual inspection of the APU drains for evidence of generator oil leakage. If any generator oil leaks are found:
 - (i) Replace APU generator prior to flight if either main engine generator has less than 150 operating hours.
 - (ii) Do not operate APU until leaking generator has been replaced.
 - (b) No aircraft shall be dispatched with an inoperative main generator.

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



Documents
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This revision supersedes Airworthiness Directive CF-84-09R3 dated 13 August 1984.

This directive becomes effective 10 August 1992.

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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