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No. CF-89-20R1

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-89-20R1 DE HAVILLAND

Applies to all de Havilland Inc. Model DHC-3 aircraft.

Compliance is required initially within 3 calendar months from 15 January 1990, the effective date of the original issue of Airworthiness Directive CF-89-20, unless already accomplished within the 21 months prior to 15 January 1990, in which case that previous inspection shall constitute the initial inspection. Subsequent inspections are to be accomplished at intervals not to exceed two years from the previous inspection.

There have been six reported cases of cracking of the tailplane center section main ribs. The cracks are found at the main rib forward flange radius and at the forward lower flange radius. If undetected, the cracking could lead to failure of the rib structure supporting the tailplane front attachment fitting.

To detect the cracks and prevent the failure of the rib supporting the tailplane front attachment fitting, accomplish the following:

1. Inspect the forward flanges and the lower flanges of the center section main ribs or the repair angles using a dye penetrant method in accordance with items 1 through 4 of the Accomplishment Instructions of de Havilland Service Bulletin No. 3/46 Revision B, dated 1 December 1989, or later revision approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.
2. If no cracks are found, the aircraft may be returned to service after reassembling the structure in accordance with items 5, 23 and 24 of the Accomplishment Instructions of the aforementioned de Havilland service bulletin.
3. If cracks are found in the main rib forward flanges or in the repair angles they are to be repaired before further flight in accordance with items 6 through 13 of the Accomplishment Instructions of the referenced service bulletin.
4. If cracks are found in the main rib lower flanges or in the repair angles, they are to be repaired before further flight in accordance with items 6, and 14 through 20 of the Accomplishment Instructions of the referenced service bulletin.

Incorporation of Modification 3/935 in accordance with de Havilland Service Bulletin 3/50 Revision A, dated 17 February 1995, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa, provides terminating action to the requirements of this directive.

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.

This revision supersedes Airworthiness Directive CF-89-20 issued 15 December 1989.

This directive becomes effective 21 March 1995.

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 1-800-387-5600.

2059, or <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.
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