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No. CF-91-25R2

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-91-25R2 DE HAVILLAND

Applies to de Havilland Inc. Model DHC-8 Series 100 and 300 aircraft, serial numbers 3 to 400 inclusive, but not including 391.

Compliance is required as indicated.

The bolts retaining the main landing gear retraction support bracket have failed following take-off. The unrestricted movement of the actuator damaged an adjacent hydraulic brake line, resulting in loss of hydraulic fluid.

To preclude detachment of the main landing gear retraction actuator, and consequential damage to hydraulic brake lines, accomplish the following:

1. Before 29 July 1991 and thereafter at intervals not exceeding 500 flight cycles, check for looseness of the actuator support bracket attachment bolts on each of the left and right main landing gears, by applying a torque on the bolt head, 430 in-lb on the top bolt and 260 in-lb on the bottom two bolts, while retaining the bolt nut.
2. If the above inspection shows evidence of any bolt coming loose, perform the following:
 - (a) Remove the main landing gear retraction actuator support brackets (P/N 85410084 for aircraft Models 102, 103, 106 and 301; and P/N 85411701 for aircraft Models 311, 314 and 315) from the aircraft and inspect the brackets for cracks using a 10X magnifying glass. The inspection is to be carried out around the circumference of the spigot radius at the intersection with the base of the bracket.
 - (b) If cracks are found by the inspection of paragraph 2(a) above, replace the bracket with a serviceable part before further flight.
3. Before 1 October 1995, unless already accomplished, incorporate de Havilland Modifications 8/1830 (installation of modified brackets with improved fasteners) and 8/2049 (removal of enamel from joint interfaces) in accordance with Service Bulletins 8-54-27, Revision B dated 22 August 1994, and 8-54-34 Revision A, dated 21 July 1995, respectively, or later revisions of these service bulletins approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.

Modification of the main landing gear retraction actuator bracket in accordance with paragraph 3 above constitutes a 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-91-25R1 issued 21 November 1994.

This directive becomes effective 28 August 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 1-800-395-2999.

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