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No. CF-91-38

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-91-38 DE HAVILLAND

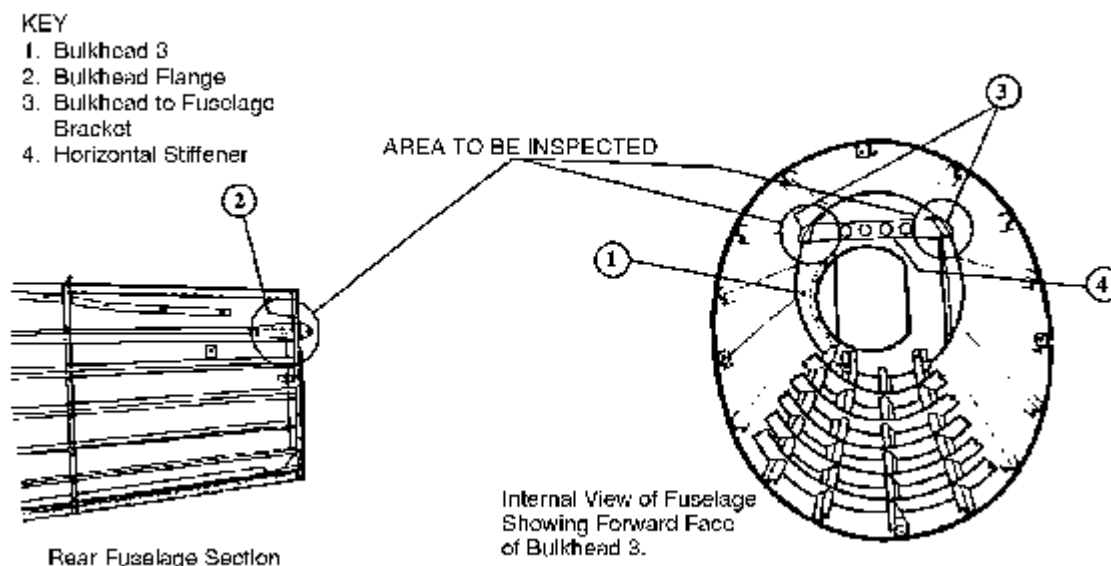
Applies to all Boeing Canada, de Havilland Division Model DHC-1 Chipmunk aircraft.

Compliance is required as indicated.

A significant number of fatigue cracks have been found on different structural components of the fuselage rear bulkhead in the area of the tailplane fitting. Cracks are initiated and propagated by reversed bending fatigue with multi-site origins. If not detected, cracks may grow to a critical stage, which could result in the failure of the fuselage rear bulkhead and the loss of the tailplane.

To prevent a failure of the fuselage rear bulkhead structure, accomplish the following:

1. All aerobatic and glider towing flights are prohibited until an initial inspection per paragraph 2 of this directive has been completed.
2. Within ten (10) flight hours following the effective date of this directive, unless already accomplished within the previous 12 months, inspect the fuselage rear bulkhead for cracks as follows:
 - a) Remove the tailcone and gain access to the forward face of bulkhead No. 3 by removing the "D" cover plate covering the bulkhead lightening hole.
 - b) Locate the upper horizontal stiffener and brackets between the bulkhead and the fuselage (see accompanying illustration).



- c) Thoroughly clean the area around the stiffener brackets and the bulkhead flanges.
- d) Using a borescope with a flexible probe or a 10-power magnifying glass and a strong light, inspect the stiffener flange base, the bulkhead flange, the bulkhead-to-fuselage brackets on the forward face of the bulkhead and the area around the tailplane brackets in the aft face of the bulkhead for signs of cracks.
- e) If cracks are found, repair the cracked components before further flight.

The operating restrictions of paragraph 1 above may be terminated upon accomplishment of the initial inspection of this paragraph 2.

3. Repeat the inspection per paragraph 2 at intervals which are to be determined as follows:

- not exceeding 12 months or 200 flight hours, whichever occurs first, for original bulkheads; or
- not exceeding 36 months or 600 flight hours, whichever occurs first, for repaired or replacement bulkheads.

British Aerospace Technical New Sheet (TNS) No. 183 Issue 4, dated 15 May 1991 refers.

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 directive becomes effective 29 November 1991.

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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