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No. CF-92-18R3

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-92-18R3 DE HAVILLAND

Applies to all de Havilland Inc. Model DHC-8 Series 100 and 300 aircraft, serial numbers 003 through 395, except 011, 362 and 391, which have accumulated more than 500 flight cycles.

Compliance is required as follows:

- (i) Initially, within 500 flight cycles after 22 September 1992, unless already accomplished during the 500 flight cycles prior to that date; and
- (ii) Subsequently, at intervals not exceeding 1000 flight cycles.

Cracks have been found in the two trunnion fittings that retain and support the nose landing gear upper drag strut. Investigations have indicated that this cracking problem is caused by ground handling loads that appear to be higher than originally predicted. This condition may be further aggravated by loose fasteners. The cracked trunnion fittings, if not detected and replaced, may lead to a collapse of the nose landing gear.

To prevent failure of the nose landing gear upper drag strut trunnion fittings, accomplish the following in accordance with the Accomplishment Instructions contained in de Havilland Alert Service Bulletin A8-53-40, Revision A dated 12 June 1992, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa:

1. Visually inspect, in-situ, the drag strut trunnion fittings for cracks, and torque check all the fasteners securing the fittings.

If cracks are found on either fitting, replace both fittings with serviceable parts before further flight, and report the finding of cracks to de Havilland Inc.

2. (a) During the initial inspection, any fasteners found loose by the torque check must be replaced with new parts.

(b) During subsequent inspections, any fastener found loose by the torque check must be tightened properly.

3. For aircraft already fitted with de Havilland Modification 8/1880, re-instate (or commence) the repetitive inspection required by parts 1 and 2 above in accordance with the schedule below:

(a) If the aircraft has 900 or more flight cycles since the last inspection (or incorporation of Modification 8/1880), the next inspection (or the initial inspection) shall be performed within the subsequent 100 flight cycles.

(b) If the aircraft has less than 900 flight cycles since the last inspection (or incorporation of Modification 8/1880), the next inspection (or the initial inspection) shall be performed at or before the due date of the actual 1000 flight cycle interval, determined from the last inspection (or incorporation of Modification 8/1880).

Incorporation of de Havilland Modification 8/2139 (Introduction of New Trunnion Fittings and Fasteners for Drag Link of Nose Landing Gear) provides terminating action to the inspection requirements of this directive. De Havilland Service Bulletin 8-53-49, dated 30 June 1995, or later revisions approved by the

Director, Airworthiness Branch, Transport Canada, Ottawa, provides approved instructions to incorporate Modification 8/2139 for aircraft not incorporating this modification during production.

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-92-18R2 which was issued 20 May 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 1-800-305-2059, or <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.

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