



No. CF-81-07R4

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-81-07R4 DE HAVILLAND

Applies to all de Havilland Inc. DHC-6 "Twin Otter" aircraft.

Compliance is required as follows:

(a) For aircraft fitted with the following:

- high flotation tires; or
- intermediate flotation tires, not installed in accordance with de Havilland Standard Option Only SOO 6048, with or without Modification 6/1655 installed; or
- intermediate flotation tires installed in accordance with de Havilland SOO 6048, without Modification 6/1655 installed; or
- skis or floats, without Modification 6/1655 installed:
 - (i) Initially, within 50 flight hours after 19 November 1990; and
 - (ii) Thereafter, at intervals not to exceed 50 flight hours; and
 - (iii) After each hard landing.

(b) For aircraft fitted with the following:

- intermediate flotation tires installed in accordance with de Havilland SOO 6048, with Modification 6/1655 installed; or
- skis or floats, with Modification 6/1655 installed:
 - (i) Initially, within 50 flight hours after 19 November 1990; and
 - (ii) Thereafter, at intervals not to exceed 200 flight hours; and
 - (iii) After each hard landing.

(c) For all other aircraft:

- (i) Initially, within 400 flight hours after 19 November 1990; and
- (ii) Thereafter, at intervals not to exceed 400 flight hours; and
- (iii) After each hard landing.

Note: The 200- and 400-hour intervals specified in (b)(ii) and (c)(ii) above may be adjusted up a maximum of 5% (10 and 20 hours respectively) to permit accomplishment at scheduled maintenance inspections.

Buckles and cracks have developed in engine nacelle lower longerons, P/N C6W1512, behind the engine mount, particularly on aircraft operating from unprepared surfaces with high or intermediate flotation tires or

skis, and on aircraft operating with floats from very rough water. One incident has occurred on a standard configuration aircraft.

To provide for timely detection of buckled or cracked longerons, open the left and right-hand engine cowlings and visually inspect the inner edge of each lower longeron, six to ten inches aft of the forward end of the longeron, for signs of buckling or cracking. Service Bulletin No. 6/509 dated 23 February 1990, refers.

If buckles or cracks are found, replace the failed longerons with serviceable parts before further flight.

Accomplishment of de Havilland Modification 6/1655 does not terminate the inspection 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-81-07R3 issued 7 June 1993.

This directive becomes effective 25 April 1994.

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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