

Airworthiness Directive Schedule

Aeroplanes

Pacific Aerospace Cresco 08-600

30 April 2020

- Notes:**
1. This AD schedule is applicable to Pacific Aerospace Limited Cresco 08-600 aircraft manufactured under Civil Aviation Authority of New Zealand Type Certificate Number: NZ CTA A-11.
 2. The date above indicates the amendment date of this schedule.
 3. New or amended ADs are shown with an asterisk. *

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DCA/CRESCO/1 Nose Landing Gear - Modification

- Applicability:** Cresco 08-600 series, with nose landing gear cylinder assemblies P/N 08-40035-5, fitted to aircraft S/N 017 through 026. Also, nose cylinder assemblies P/N 08-40051-2, S/N 027 through 082 supplied as spares. These assemblies were manufactured between March 1997 and March 2000.
- Requirement:** To prevent propeller ground strike in the event of full compression of the nose landing gear and a deflated or severely flattened tyre, accomplish Pacific Aerospace Corporation SB PACSB/CR/022.
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 29 June 2000

DCA/CRESCO/2 Wing Spar Web - Inspection

- Applicability:** Cresco 08-600 operating on restricted category agricultural operations and not incorporating modification PAC/CR/0317.
- Requirement:** Inspect inner wing main spar webs per Pacific Aerospace Corporation SB PACSB/CR/026, dated 15 December 2000. Before further flight, repair as necessary per PACSB/CR/026, dated 15 December 2000.
- Compliance:** At 3000 hours TTIS of restricted category agricultural operation. For aircraft that have already exceeded 3000 hours TTIS of restricted category agricultural operation, within the next 150 hours TIS.
- Effective Date:** 22 February 2001

DCA/CRESCO/3B Elevator Tip Rib – Inspection

- Applicability:** All Cresco 08-600 series aircraft not embodied with either modification PAC/CR/0251 (elevator spar repair) or modification PAC/CR/0406 (750XL elevator P/N 11-31011-1).
- Note 1:** This AD revised to correct the AD applicability and the issue date of PACSB/CR/030 issue 2. No action required if the aircraft is embodied with the modification in accordance with PACSB/CR/030.
- Requirement:** To prevent cracks in the elevator end structure which could result in an in-flight separation of the elevator tip and balance weight, and associated reduction in pitch control, inspect per PACSB/CR/030 issue 2 dated 26 February 2004.
If any cracks are found repair per PACSB/CR/030 before further flight.
- Note 2:** Modification per PACSB/CR/030 is a terminating action for the repetitive inspection requirement of this AD.
- Compliance:** Within the next 50 hours TIS unless previously accomplished within the last 150 hours TIS and thereafter at intervals not to exceed 150 hours TIS.
- Effective Date:** DCA/CRESCO/3 - 29 August 2002
DCA/CRESCO/3A - 26 May 2011
DCA/CRESCO/3B - 30 June 2011

DCA/CRESCO/4B Horizontal Stabiliser Main Spar Top Cap - Inspection

- Applicability:** All Cresco 08-600 series aircraft.
- Note:** The repetitive inspection interval extended from 100 hours TIS to 150 hours TIS to align with the manufacturer maintenance program.
- Requirement:** To ensure continued structural integrity of the horizontal stabiliser, inspect the main spar top cap, per Pacific Aerospace Corporation SB PACSB/CR/032 dated 24 November 2003. If the spar top cap is found cracked, replace the spar cap before further flight.
- Compliance:** Before the tailplane main spar life exceeds 2500 hours TTIS, or within the next 150 hours TIS whichever is the later and thereafter at intervals not to exceed 150 hours TIS. Where no record of tailplane spar TTIS exists, assume equal to airframe hours.
- Effective Date:** DCA/CRESCO/4 - 18 December 2003
DCA/CRESCO/4A - 23 February 2006
DCA/CRESCO/4B - 26 May 2011

DCA/CRESCO/5C Rudder Top Hinge – Inspection and Modification

- Applicability:** Cresco 08-600 aircraft series not embodied with Pacific Aerospace Modification PAC/CR/0427 per PACSB/CR/034 dated 25 February 2004.
- Note:** DCA/CRESCO/5C - The repetitive inspection interval extended from 100 hours TIS to 150 hours TIS to align with the manufacturer maintenance program. No AD action required if the aircraft is embodied with modification PAC/CR/0427.
DCA/CRESCO/5B - The applicability of this AD revised to exclude those aircraft embodied with Pacific Aerospace Modification PAC/CR/0427.
- Requirement:** To prevent cracks and damage to the rudder top hinge that may restrict rudder control and cause loss of aircraft control, accomplish the following:

Perform a close visual inspection of the rudder top hinge. Cycle rudder between control stops and inspect upper rib for cracks around the two rivets that retain the hinge bolt nut plate. Refer items 32 & 33, IPC chapter 27 figure 5. Apply longitudinal and lateral loads to rudder; ensure no radial freeplay is present. If any cracks, damage or excessive freeplay is detected, repair or replace the rudder before further flight.
- Compliance:** Within the next 150 hours TIS unless previously accomplished and thereafter at intervals not to exceed 150 hours TIS.
- Effective Date:** DCA/CRESCO/5A - 25 March 2004
DCA/CRESCO/5B - 24 June 2010
DCA/CRESCO/5C - 26 May 2011

DCA/CRESCO/6B Cancelled – DCA/CRESCO/15A refers

- Effective Date:** 28 October 2010

- DCA/CRESCO/7 Fin Forward Attachment – Inspection and Replacement**
- Applicability:** Cresco 08-600 series with aluminium fin forward attachment fitting P/N 243017-2.
- Requirement:** To prevent failure of the fin forward attachment, accomplish the following:
1. Remove inspection cover and inspect fin forward attachment fitting P/N 243017-2 per Pacific Aerospace Corporation PACSB/CR/037 Part 1. Remove sealant as necessary to inspect fitting, including portion of fitting inside fuselage. Replace cracked or corroded fittings before further flight. Also, inspect adjacent structure for corrosion or cracking and replace or repair as necessary. Re-protect area and replace cover.
 2. Replace aluminium fitting P/N 243017-2 with steel fitting P/N 243017-3, per PACSB/CR/037 Part 2.
- Note:** Replacement with the steel fitting is terminating action for this AD.
- Compliance:**
1. Within the next 50 hours TIS, and thereafter at intervals not to exceed 150 hours TIS.
 2. By 3000 hours TTIS or within the next 150 hours TIS whichever occurs later.
- Effective Date:** 29 April 2004
- DCA/CRESCO/8A Cancelled – Refer Limitations Section of the Maintenance Manual**
- Effective Date:** 23 December 2004
- DCA/CRESCO/9 MLG Lower Torque Links – Inspection and Replacement**
- Applicability:** All Cresco 08-600 aircraft on restricted category agricultural operations fitted with MLG lower pivot torque link bolts P/N NAS 1307-78D.
- Requirement:** To prevent failure of the MLG lower pivot torque link bolts due to the possibility of cracks developing under the bolt head, accomplish the following:
- a.) Inspect the MLG torque link assemblies for wear, per the maintenance schedule in chapters 05-10-00, page 615 and the MLG wear limits in chapter 32-10-00, page 601 of Pacific Aerospace Corporation Cresco 08-600 Maintenance Manual.
Replace or rework worn parts as required, before further flight.
Replace worn lower torque link assembly P/N 08-40091-1 or embody MOD PAC/CR/0435, before further flight.
 - b.) Remove the MLG lower pivot torque link bolt per chapter 32 of Pacific Aerospace Corporation Cresco 08-600 Maintenance Manual.
Inspect the lower pivot torque link bolts using a direct or indirect magnetic particle inspection method in accordance with ASTM International Standard No. E-1444.
Replace cracked bolts, before further flight.
Re-assemble and lubricate the lower torque link assembly per chapter 32 and 12 of Pacific Aerospace Corporation Cresco 08-600 Maintenance Manual. Torque the MLG lower pivot torque link bolts to 180 to 210 inch-pounds.
(NZ Occurrence 05/1579 refers)
- Note 1:** ASTM Standard No. E-1444 establishes minimum requirements for magnetic particle inspection examination used for the detection of surface or slightly subsurface discontinuities in ferromagnetic material.

- Note 2:** MOD PAC/CR/0300 is the installation of an alternate lower torque link bolt P/N NAS1307-78D and torque plate assemblies P/Ns 08-40055-1 and 08-40056-1.
- Note 3:** The embodiment of MOD PAC/CR/0435 introduces replaceable bushes per PAC drawing 08-03179. Lower torque link assemblies P/N 08-40091-1 can be reworked and re-identified as P/N 08-40031-4 if the wear damage does not exceed the rework dimensions per PAC drawing 08-03179.
- Compliance:** Within the next 150 hours TIS or before the MLG lower pivot torque link bolts exceeds 300 hours TIS, whichever is the later, and thereafter at intervals not to exceed 300 hours TIS.
- Effective Date:** 21 December 2006

DCA/CRESCO/10 MLG Axles – Inspection and Replacement

- Applicability:** All Cresco 08-600 aircraft on restricted category agricultural operations fitted with MLG axles P/N 08-40021-1, 08-40021-2 or 08-40021-3.
- Requirement:** To prevent failure of the MLG axles, due to the possibility of cracks developing in the shoulder radii of the axles, accomplish the following:
1. For aircraft fitted with MLG axles P/N 08-40021-1 or P/N 08-40021-2
Remove MLG wheels and clean the axles, per chapter 32 of Pacific Aerospace Corporation (PAC) Cresco 08-600 Maintenance Manual.
 - a.) Inspect axles for security per the maintenance schedule in chapter 05-10-00, page 615 of PAC Cresco 08-600 MM.
 - b.) Visually inspect axles for cracks, paying particular attention to the shoulder radii, as detailed in table 1 of PACSL/CR/06-1 revision 1 and the instructions in PAC Cresco 08-600 MM supplement PAC/CR/0442.
 - c.) Inspect the MLG axles for cracks using a direct or indirect magnetic particle inspection method in accordance with ASTM Standard No. E-1444 and the maintenance schedule in chapter 05-10-00, page 601 and the instructions in chapter 32-10-00, page 602, paragraph c, of PAC Cresco 08-600 MM and PACSL/CR/06-1.
Replace cracked axles, before further flight.
Lubricate MLG axles and refit wheels per chapters 32 and 12 of PAC Cresco 08-600 MM.
 2. For aircraft fitted with MLG axles P/N 08-40021-3
Remove MLG wheels and clean the axles, per chapter 32 of PAC Cresco 08-600 MM.
 - a.) Inspect axles for security per the maintenance schedule in chapter 05-10-00, page 615 of PAC Cresco 08-600 MM.
 - b.) Visually inspect axles for cracks, paying particular attention to the shoulder radii, as detailed in table 2 of PACSL/CR/06-1 revision 1 and the instructions in PAC Cresco 08-600 MM supplement PAC/CR/0443.
 - c.) Inspect the MLG axles for cracks using a dye penetrant inspection method per the maintenance schedule in chapter 05-10-00, page 601 and the instructions in chapter 32-10-00, page 602, paragraph c, of PAC Cresco 08-600 MM and PACSL/CR/06-1.
Replace cracked axles, before further flight.

Lubricate MLG axles and refit wheels per chapters 32 and 12 of PAC Cresco 08-600 MM.

(NZ Occurrence 05/1341 refers)

Note 1: MOD PAC/CR/0442 introduces axles P/N 08-40021-2 as a replacement for axles P/N 08-40021-1, which are no longer available from PAC.

Note 2: MOD PAC/CR/0443 introduces axles P/N 08-40021-3, which have a dye penetrant inspection requirement.

Note 3: Torque Plates P/N 08-40055-2 and 08-40056-2 are to be fitted when MLG axles P/N 08-40021-2 or 08-40021-3 are installed.

Note 4: ASTM Standard No. E-1444 establishes minimum requirements for magnetic particle inspection examination used for the detection of surface or slightly subsurface discontinuities in ferromagnetic material.

Compliance: 1.a) & 2.a) Within the next 150 hours TIS or 1500 landings for MLG axles, whichever is the sooner, unless already accomplished within the last 150 hours TIS, and thereafter at intervals not to exceed 150 hours TIS or 1500 landings, whichever is the sooner.

1.b) & 2.b) Within the next 150 hours TIS or 1500 landings for MLG axles, whichever is the sooner, unless already accomplished within the last 300 hours TIS, and thereafter at intervals not to exceed 300 hours TIS or 3000 landings, whichever is the sooner.

1.c) For aircraft fitted with MLG axles P/N 08-40021-1

Before exceeding 500 hours TIS or 6000 landings for MLG axles, or within the next 150 hours TIS, whichever is the later, and thereafter at intervals not to exceed 500 hours TIS or 6000 landings, whichever is the sooner.

For aircraft fitted with MLG axles P/N 08-40021-2

Before exceeding 6000 landings for MLG axles and thereafter at intervals not to exceed 6000 landings.

2.c) For aircraft fitted with MLG axles P/N 08-40021-3

Before exceeding 50 000 landings for MLG axles, and thereafter at intervals not to exceed 6000 landings.

Effective Date: 21 December 2006

DCA/CRESCO/11 Nose Wheel Steering Assembly – Inspection and Replacement

Applicability: All Cresco 08-600 aircraft on restricted category agricultural operations fitted with nose wheel steering pivot pin P/N 08-45711-1.

Requirement: To prevent failure of the nose wheel steering pivot pin, due to the possibility of cracks, accomplish the following:

a.) Inspect the operation of the nose wheel steering per the maintenance schedule in chapter 05-10-00, page 616 of Pacific Aerospace Corporation (PAC) Cresco 08-600 Maintenance Manual.

Inspect the nose wheel steering assembly and the torque link attachment of the link assembly P/N 245235-2 for wear and cracks, per the maintenance schedule in chapter 05-10-00, page 615, and the wear limits and tolerances in chapter 32-20-00, table 601, page 601 of PAC Cresco 08-600 MM.

Rebush or replace parts as required, before further flight.

b.) Inspect the nosewheel steering shimmy damper unit P/N 08-45725-2 for security and damage, per the maintenance schedule in chapter 05-10-00, page 617 of PAC Cresco 08-600 MM.

Replace or adjust the shimmy damper unit as required, before further flight.

Adjust the steering shimmy damper unit P/N 08-45725-2, if required, per chapter 32-50-00, page 501 of PAC Cresco 08-600 MM.

c.) Remove the nose wheel steering pivot pin P/N 08-45711-1 per chapter 32 in of PAC Cresco 08-600 MM and inspect the nose wheel steering pivot pin, using a direct or indirect magnetic particle inspection method in accordance with ASTM Standard No. E-1444.

Replace cracked pivot pins, before further flight.

d.) Inspect the steering tube assembly P/N 245207 and the steering tube end fitting for cracks using a direct or indirect magnetic particle inspection method in accordance with ASTM Standard No. E-1444 and the maintenance schedule in chapter 05-10-00, page 616 of PAC Cresco 08-600 MM.

Replace cracked parts, before further flight.

Re-assemble and lubricate the NLG steering linkage assembly per chapters 32 and 12 of PAC Cresco 08-600 MM.

(NZ Occurrence 05/1580 refers)

Note 1: If cotter pin P/N 08-45729-1 does not align with the flat on the pivot pin P/N 08-45711-1 fit a washer.

Note 2: A pilot nose wheel shimmy incident must be investigated to prevent design loads being exceeded in the steering components. Rework or replace worn steering link parts per the wear limits and tolerances specified in chapter 32-20-00, table 601 of PAC Cresco 08-600 MM. The adjustment of steering shimmy damper unit P/N 08-45725-2, must be accomplished per chapter 32-50-00, page 501 of PAC Cresco 08-600 MM.

Note 3: ASTM Standard No. E-1444 establishes minimum requirements for magnetic particle inspection examination used for the detection of surface or slightly subsurface discontinuities in ferromagnetic material.

Compliance:

a.) Within the next 150 hours TIS or 1500 landings on nose wheel steering pivot pins, unless already accomplished within the last 150 hours TIS, and thereafter at intervals not to exceed 150 hours TIS or 1500 landings, whichever is the sooner.

b.) Within the next 300 hours TIS or 3000 landings, unless already accomplished within the last 300 hours TIS, and thereafter at intervals not to exceed 300 hours TIS or 3000 landings, whichever is the sooner.

c.) Within the next 150 hours TIS or before exceeding 500 hours TIS on nose wheel steering pivot pins, whichever is the later, and thereafter at intervals not to exceed 500 hours TIS.

d.) Within the next 150 hours TIS or 1500 landings, unless already accomplished within the last 6000 landings, and thereafter at intervals not to exceed 6000 landings.

Effective Date: 21 December 2006

DCA/CRESCO/12A Aileron Pushrods – Inspection and Rivet Replacement

Applicability: Cresco 08-600 aircraft fitted with aileron push-pull rods P/N 08-24015-1 (embodied with modification PAC/CR/0422).

Note 1: DCA/CRESCO/12A revised to introduce PACSB/CR/042 issue 3, dated 23 April 2012. The revised SB provides a terminating action to the repetitive AD inspections. For further detail refer to Note 2 in this AD.

Requirement: To prevent loosening of the rivets securing the threaded insert in the ends of the aileron pushrods, inspect the pushrod ends per Pacific Aerospace Limited Service Bulletin (SB) No. PACSB/CR/042 issue 2 dated 12 November 2007, or issue 3 dated 23 April 2012.

If there is any detectable play between the pushrod and the insert or evidence of working rivets, replace the rivets per SB No. PACSB/CR/042 before further flight.

Note 2: The replacement of all affected rivets in aileron push-pull rods per the requirements of this AD and PACSB/CR/042 is a terminating action to the repetitive 150 hour inspections. When all affected rivets have been replaced, then accomplish the repetitive 300 hour inspection requirements specified in the Cresco maintenance schedule, MM 05-10-00.

(Pacific Aerospace Limited SB No. PACSB/CR/042 issue 3 refers)

Compliance: Within the next 50 hours TIS unless previously accomplished and thereafter at intervals not to exceed 150 hours TIS until replacement of all the rivets in the aileron pushrods per the requirements of this AD.

Effective Date: DCA/CRESCO/12 - 29 November 2007
DCA/CRESCO/12A - 26 April 2012

DCA/CRESCO/13 Fin Leading Edge – Inspection

Applicability: Cresco 08-600 series aircraft, all S/Ns.

Requirement: To detect cracking, chafing, or corrosion of the vertical fin leading edge skin P/N 242308-3, accomplish the following;

1. Remove the dorsal fin extension and carry out a detailed visual inspection of the leading edge skin in accordance with Pacific Aerospace Ltd Service Bulletin PACSB/CR/043. Repair any defects before further flight. Report Any or Nil damage to the CAA on the enclosed CA005D defect reporting form.

2. Inspect the entire exterior skin of the fin from the leading edge to the rear spar for defects such as cracking, corrosion, working rivets or previous repair doublers. Repair any damage and indicate the position of defects, including previous repairs on the attached diagram.

(NZ Occurrences 05/2942 and 07/1266 refer)

Compliance: 1. Within 5 hours TIS, and thereafter at intervals not to exceed 300 hours TIS.
2. Before 5 January 2008

Effective Date: 12 December 2007

DCA/CRESCO/14 Rudder Cables – Inspection

Applicability: All Cresco 08-600 series aircraft.

Note 1: This AD is prompted after an incident of finding rudder cables badly frayed in the area under the hopper, which is not visible during routine rudder cable run inspections.

Requirement: To detect fraying of the rudder control cables where they pass through the fairleads under the hopper, accomplish the following:

Remove the rudder cables and inspect for corrosion, damage and broken wires. Replace unserviceable cables before further flight. If any damage is found report findings to the CAA on a CA005D defect reporting form.

Note 2: The rudder cable inspection requirement of this AD is a one off inspection additional to the requirements in chapter 05 of the Cresco 08-600 maintenance manual and the maintenance programmes approved under Rule Parts 119 or 91.607.

(NZ Occurrence 08/4190 refers)

Compliance: Before accumulating 1000 hours TIS since last rudder cable replacement or the next 100 hours TIS whichever occurs later.

Note 3: Thereafter remove and inspect rudder cables at 4 year intervals per the requirements in chapter 05 of Cresco 08-600 Maintenance Manual, or per the requirements and intervals specified in the maintenance programme approved under Rule Parts 119 or 91.607.

Effective Date: 30 October 2008

DCA/CRESCO/15A Cancelled – DCA/CRESCO/19 refers

Effective Date: 28 February 2013

DCA/CRESCO/16A Vertical Stabiliser – Replacement

Applicability: All model Cresco 08-600 series aircraft unless fitted with vertical stabiliser P/N 08-32005-1.

Note: DCA/CRESCO/16A revised to introduce Pacific Aerospace Limited Mandatory SB No. PACSB/CR/045 issue 3, dated 14 September 2011 with no change to the AD requirement. No action required for those aircraft in compliance with DCA/CRESCO/16. Vertical stabiliser P/N 08-32005-1 is installed by modification PAC/CR/0447.

Requirement: To prevent possible in-flight failure of the vertical stabiliser, leading to loss of control of the aircraft, accomplish the following:

Replace the vertical stabiliser with P/N 08-32005-1 by accomplishing modification PAC/CR/0447 in accordance with the instructions in Pacific Aerospace Limited Mandatory SB No. PACSB/CR/045 issue 2 dated 8 July 2008, or issue 3 dated 14 September 2011, the Cresco Series Maintenance Manual and PAL drawing No. 08-32015.

Compliance: Before accumulating 10 000 hours TTIS or by 26 February 2012 (18 months after the effective date of DCA/CRESCO/16), whichever occurs later.

Effective Date: DCA/CRESCO/16 - 26 August 2010
DCA/CRESCO/16A - 26 April 2012

DCA/CRESCO/17 Hopper Lid Installations – Mod Approval and Conformity Inspection

Applicability: All Cresco 08-600 aircraft fitted with a hopper lid.

Note 1: Investigation of a recent Cresco 08-600 accident identified a risk of the hopper lid interfering with the opening of the canopy in the event of an emergency landing. The pilot was prevented from opening the canopy by the hopper lid in the fully forward open position. This AD is prompted by the fact that the hopper lid installation on the accident aircraft was an unapproved modification.

Requirement: To prevent an unforeseen hopper lid hazard resulting in interference or restriction to the opening of the canopy in the event of an emergency landing, accomplish the following:

- Review the aircraft records and determine that the hopper lid modification has been correctly recorded and certified for release to service, and that the applicable approved technical data is referenced.
- If the hopper lid modification is an approved design, accomplish a conformity inspection and determine that the hopper lid modification conforms to the applicable approved technical data.
- If the hopper lid modification is not an approved design, remove the hopper lid installation before further flight.

Note 2: The basic hopper installation in accordance with PAL drawing 08-90001 for the Cresco 08-600 aircraft does not include a hopper lid. A separate approval must be obtained to install a hopper lid.
(Occurrence 11/2478 refers)

Compliance: Within the next 150 hours TIS, or the next scheduled maintenance inspection, or by 30 September 2011 whichever occurs sooner.

Effective Date: 28 July 2011

DCA/CRESCO/18A Control Column – Inspection

Applicability: All Cresco 08-600 aircraft fitted with control column P/N 08-45031/32.

Note: This AD has been revised to introduce the requirements in Pacific Aerospace Limited (PAL) Mandatory Service Bulletin (MSB) No. PACSB/CR/048 issue 2 dated 28 May 2014. For mechanical damaged or deformed control columns the AD introduces a 50 hour repetitive NDT inspection until replacement. Replacement is required at the next maintenance inspection, or within the next 150 hours TIS, whichever is the later.

Requirement: To prevent failure of the control column due to possible mechanical damage or deformation which could result in cracks, inspect the control column per Pacific Aerospace Limited (PAL) Mandatory Service Bulletin (MSB) No. PACSB/CR/048 issue 2 dated 28 May 2014.

If no mechanical damage or deformation is found, no further action is required.

If any cracks are found, replace the control column per PACSB/CR/048 before further flight.

If any mechanical damage or deformation is found, accomplish the NDT inspection of the control column per PACSB/CR/048. If any cracks are found, replace the control column per PACSB/CR/048 before further flight. If no cracks are found accomplish a NDT inspection at intervals not to exceed 50 hours TIS until replacement. Replace the control column at the next maintenance inspection or within the next 150 hours TIS, whichever is the later.

(Occurrence No 12/1784 refers)

Compliance: Before further flight, unless previously accomplished.

Effective Date: DCA/CRESCO/18 - 28 April 2012
DCA/CRESCO/18A - 29 May 2014

DCA/CRESCO/19 Aileron Control Cables – Life Limitations

Applicability: All Cresco 08-600 series aircraft.

Note 1: This AD supersedes DCA/CRESCO/15A to introduce the aileron cable life limits specified in Pacific Aerospace Service Bulletin PACSB/CR/033 issue 4 dated 19 February 2013. This AD does not mandate the embodiment of modification PAC/CR/0459 which extends the life of stainless steel and galvanized aileron cables.

Requirement: To prevent failure of the aileron cables due to possible excess wear, accomplish the following:

1. For aircraft embodied with modification PAC/CR/0453:

Replace aileron cables per the instructions in the Cresco 08-600 Maintenance Manual, Chapter 27-10-00.

2. For aircraft embodied with modifications PAC/CR/453 and PAC/CR/0459:

Replace aileron cables per the instructions in the Cresco 08-600 Maintenance Manual, Chapter 27-10-00.

Note 2: Modification PAC/CR/0459 introduces aileron cable support pulleys in lieu of the fairlead on the rib assembly at BL 64.00 per the instructions in Pacific Aerospace Service Bulletin PACSB/CR/033 issue 4 dated 19 February 2013. This modification is intended to be installed in conjunction with modification PAC/CR/0453 which introduced a bracket and fairleads for the aileron cable at BL 113.42 per the instructions in Pacific Aerospace Mandatory Service Bulletin PACSB/CR/033 issue 3 dated 5 July 2010. It is anticipated that modification PAC/CR/0453 is already embodied on all Cresco 08-600 series aircraft per the requirements in DCA/CRESCO/15A.

- Compliance:**
1. For aircraft embodied with modification PAC/CR/0453:

At 600 hours TTIS for stainless steel cables.

At 1200 hours TTIS for galvanized steel cables.

2. For aircraft embodied with modifications PAC/CR/453 and PAC/CR/0459:

At 1200 hours TTIS for stainless steel cables.

At 2400 hours TTIS for galvanized steel cables.

Effective Date: 28 February 2013

DCA/CRESCO/20 Elevator Torque Tube – Inspection

Applicability: All Cresco 08-600 aircraft fitted with an elevator torque tube P/N 242837 or P/N 242646.

Requirement: To prevent failure of the elevator torque tube due to possible fatigue, which could result in cracks, and loss of elevator and aileron control, carry out the following:

Accomplish a detailed visual inspection of the elevator torque tube. If any defects are found which indicate a possible crack, accomplish a NDT inspection.

If any cracks are found, replace the elevator torque tube per the instructions in the Cresco 08-600 Maintenance Manual (MM) before further flight.

A weld repair may be considered as a temporary solution until a replacement elevator torque tube is available. If a weld repair is considered, contact Pacific Aerospace for an approved repair scheme.

If the elevator torque tube is weld repaired, then accomplish a visual inspection on the repaired tube at intervals not to exceed 25 hours TIS until replacement.

If the elevator torque tube has previously been weld repaired (i.e. before the effective date of this AD), and the weld repair was not accomplished per an approved repair scheme, replace before further flight, or contact Pacific Aerospace for an approved repair scheme.

(Occurrence 16/3217 and 16/3348 refer)

- Note 1:** If any restriction in the elevator/aileron flight control system is experienced, accomplish the requirements of this AD before further flight.
- Note 2:** A detailed visual inspection is an examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good light at an intensity deemed appropriate. Inspection aids such as mirrors, a magnifying glass, etc. may be necessary. Surface cleaning and disassembly to gain access may also be required.
- Note 3:** The repetitive inspection requirements for the control column/elevator torque tube are specified in chapter 05 of the Cresco 08-600 MM.
- Compliance:** Within the next 25 hours TIS.
- Effective Date:** 7 July 2016

DCA/CRESCO/21 Engine Oil Pressure Indicator – Replacement

- Applicability:** All Pacific Aerospace Cresco 08-600 aircraft.
- Requirement:** To correct low oil pressure indication warnings, accomplish the following:
1. Insert temporary revisions CR/POH/00/001 and CR/POH/02/001, dated August 2017 into the Cresco 08-600 series Pilots Operating Handbook (POH) AIR 2467.
The POH temporary revisions can be obtained from Pacific Aerospace Limited at <http://www.aerospace.co.nz/company/contacts>
 2. For aircraft fitted with a PT6-34 or a PT6-34AG engine:
Replace the pressure switch for the low oil pressure light per the instructions in Part A of Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/CR/0049 dated 11 August 2017.
 3. For aircraft fitted with a P/N INS 60-8 oil pressure/temperature indicator (PAL mod PAC/CR/0397):
Replace the oil pressure/temperature indicator per the instructions in Part B of MSB PACSB/CR/0049.
- Compliance:**
1. From 7 September 2017 (the effective date of this AD).
 2. At the next 150 hour scheduled maintenance inspection.
 3. At the next 150 hour scheduled maintenance inspection after receipt of replacement parts, or by no later than 30 April 2018, whichever occurs first.
- Effective Date:** 7 September 2017

*** DCA/CRESCO/22 Wing Main Spar Assembly – Inspection**

Applicability: Pacific Aerospace Limited Cresco 08-600 aircraft, all S/N fitted with wing main spar assembly P/N 08-20011-1 or P/N 08-20403-1.

Requirement: To determine the condition and security of the rivet fasteners installed through the wing main spar web assemblies, accomplish the following:

1. Initial and Repetitive Inspections:

Inspect both wing main spar assemblies in accordance with the instructions in Part A (Actions 1 to 4) of Pacific Aerospace Limited (PAL) Mandatory Service Bulletin (MSB) PACSB/CR/050 issue 2, dated 30 April 2020, or later approved revision.

If no loose/smoking rivets in the wing main spar web are found and no fuel leaks are found, then no further actions are required for the inspection.

If loose/smoking rivets in the wing main spar web are found, or if fuel leaks are found, then contact Pacific Aerospace Limited for an approved repair in preparation to accomplish requirement 2 of this AD.

If the aircraft wing main spars are embodied with a STC, then contact the STC holder, or contact a design organisation for an approved repair in preparation to accomplish requirement 2 of this AD.

2. Repair of the wing main spar assembly:

Accomplish corrective actions in accordance with a repair approved by PAL, or a repair approved by a design organisation, before further flight.

Compliance:

1. At the next Check 1 maintenance inspection (150 hours), or the next Check 2 maintenance inspection (300 hours), whichever is the later, and thereafter at intervals not to exceed 300 hours TIS (i.e. at every Check 2 maintenance inspection).
2. At the next Check 1 maintenance inspection (150 hours) after accomplishing requirement 1 of this AD.

Effective Date: 7 May 2020