

# Airworthiness Directive Schedule

## Aeroplanes

### DHC-2 Beaver Mk 1

25 July 2019

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- Notes:**
1. This AD schedule is applicable to Viking Air Limited DHC-2 Mk 1 aircraft (formerly Bombardier Inc. and De Havilland Canada) manufactured under Transport Canada Type Certificate Number No. A-22.
  2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the Transport Canada website at <http://wwwapps3.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/awd-lv-cs1401.asp?rand>
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk \*
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<p>From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. The link to the NAA website is available on the CAA website at <a href="http://www.caa.govt.nz/airworthiness-directives/states-of-design/">http://www.caa.govt.nz/airworthiness-directives/states-of-design/</a> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.</p>		
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**DCA/C2/101 Lower Hinge Bracket - Modification**

**Applicability:** Model DHC-2 S/N 1 through 91  
**Requirement:** Modify per De Havilland Canada TNS B48  
**Compliance:** By 1 January 1959

**DCA/C2/102 Locking of Flaps - Modification**

**Applicability:** All model DHC-2  
**Requirement:** Modify per De Havilland Canada TNS B52  
**Compliance:** By 1 January 1959

**DCA/C2/103 Tailplane Front Spar - Modification**

**Applicability:** All model DHC-2  
**Requirement:** Modify per De Havilland Canada TNS B75  
**Compliance:** By 31 October 1970

**DCA/C2/104 Accessory Firewall - Modification**

**Applicability:** Model DHC-2 S/N 1 through 445  
**Requirement:** Modify per De Havilland Canada TNS B64  
**Compliance:** By 1 January 1959

**DCA/C2/105 Hopper Mounting - Modification**

**Applicability:** All model DHC-2 used on agricultural operations  
**Requirement:** Modify per De Havilland Canada TNS B(R)8  
**Compliance:** By 1 January 1959

**DCA/C2/106 Circuit Breaker and Stall Warning Device - Modification**

**Applicability:** All model DHC-2  
**Requirement:**  
1. Install rubber insulator 1¼" x 1/16" slotted to match terminals on circuit breaker and fitted over contact adjusting screw and place two rubber covers P/N 16936 over terminals to form a shield.  
2. In similar manner fit two rubber covers over terminals on stall warning device.  
**Compliance:** By 1 January 1959

**DCA/C2/107 Undercarriage Attachment Fittings - Modification**

**Applicability:** Model DHC-2 S/N 1 through 848  
**Requirement:** Modify per De Havilland Canada TNS 89  
**Compliance:** By 11 October 1957

**DCA/C2/108 Steerable Tailwheel Assembly - Modification**

**Applicability:** Model DHC-2 S/N 1 through 1125  
**Requirement:** Modify per De Havilland Canada Engineering Bulletin B4  
**Compliance:** By 31 October 1959

**DCA/C2/109 Brake pedals - Modification**

**Applicability:** Model DHC-2 S/N 755 through 1200 and all models incorporating DHC mod. 2/1020  
**Requirement:** Modify per De Havilland Canada Engineering Bulletin B7  
**Compliance:** Within next 50 hours TIS  
**Effective Date:** 31 October 1958

**DCA/C2/110 Cockpit Ultra Violet Lights - Modification**

**Applicability:** All model DHC-2 with mod. 2/1303 incorporated  
**Requirement:** Modify per De Havilland Canada Engineering Bulletin B19  
**Compliance:** Within next 100 hours TIS  
**Effective Date:** 31 October 1958

**DCA/C2/111A Fuel Pressure Warning Horn - Modification**

**Applicability:** All model DHC-2 used on agricultural operations  
**Requirement:** Embody De Havilland (NZ) mod. 169  
**Compliance:** By 31 December 1960  
**Effective Date:** DCA/C2/111 - 31 December 1960  
DCA/C2/111A - 24 November 1989

**DCA/C2/112 Fire Extinguisher System - Modification**

**Applicability:** Model DHC-2 S/N 1513 through 1549  
**Requirement:** Modify per De Havilland Canada TNS 118  
**Compliance:** By 31 May 1965

**DCA/C2/113 Cancelled - Purpose fulfilled****DCA/C2/114 Tailplane Front Spar Attachment Bolts - Inspection**

**Applicability:** All model DHC-2  
**Requirement:** Inspect per De Havilland Canada TNS B49  
**Compliance:** Whenever tailplane is assembled to fuselage  
**Effective Date:** 31 March 1958

**DCA/C2/115 Cancelled - Purpose fulfilled****DCA/C2/116 Cancelled - Purpose fulfilled****DCA/C2/117 Wing Skin - Inspection**

**Applicability:** Model DHC-2 S/N 1 through 401  
**Requirement:** Inspect per De Havilland Canada TNS B59 Issue 3  
**Compliance:** At 500 hours TIS  
**Effective Date:** 31 March 1958

**DCA/C2/118 Fuselage Side Panels - Inspection****Applicability:** All model DHC-2**Requirement:** Inspect per De Havilland Canada TNS B59 Issue 3**Compliance:** At intervals not exceeding 100 hours TIS, until modified per TNS B59 Issue 3**Effective Date:** 31 March 1958**DCA/C2/119 Tailplane, Elevator Outboard Hinge - Inspection****Applicability:** Model DHC-2 S/N 1 through 483 not incorporating DHC mod. 2/901**Requirement:** Inspect per De Havilland Canada TNS B60**Compliance:** At intervals not exceeding 50 hours TIS**Effective Date:** 31 March 1958**DCA/C2/120 Cancelled - DCA/C2/154 now refers****DCA/C2/121 Cancelled - DCA/C2/154 now refers****DCA/C2/122 Cancelled - Purpose fulfilled****DCA/C2/123 Cancelled - Purpose fulfilled****DCA/C2/124 Cancelled - Purpose fulfilled****DCA/C2/125 Cancelled - Purpose fulfilled****DCA/C2/126 Cancelled - Purpose fulfilled****DCA/C2/127 Cancelled - Purpose fulfilled****DCA/C2/128 Cancelled - Purpose fulfilled****DCA/C2/129 Wing Struts - Inspection****Applicability:** All model DHC-2 with struts P/N C2W1103A or C2W1104A**Requirement:** Inspect strut upper attachment fittings for cracks using a fluorescent dye penetrant method**Compliance:**

1. Agricultural Aircraft - within 1600 hours TTIS and thereafter at intervals not exceeding 100 hours TIS.
2. Non Agricultural Aircraft - within 3200 hours TTIS and thereafter at intervals not exceeding 100 hours TIS.

**Effective Date:** 31 October 1966

**DCA/C2/130 Wing Struts - Inspection****Applicability:** All model DHC-2**Requirement:** Check struts and fittings for correct alignment and attachment bolts for fit**Compliance:** Whenever a new strut is installed and thereafter at intervals not exceeding 2500 hours TIS**Effective Date:** 31 October 1966**DCA/C2/131 Cancelled - Purpose fulfilled****DCA/C2/132 Cancelled - Purpose fulfilled****DCA/C2/133 Cancelled - Purpose fulfilled****DCA/C2/134 Wing Lift Struts - Limitation****Applicability:** All model DHC-2**Requirement:** Replace with new struts P/N C2W1103A and C2W1104A or C2W1115-1 and -2**Compliance:**

1. Aircraft with struts which are or have ever been used on agricultural operations: P/N C2W1103A and C2W1104A - at intervals not exceeding 2480 hours TIS. P/N C2W1115-1 and -2 - at intervals not exceeding 25,000 hours TIS.
2. Aircraft with struts which have never been used on agricultural operations: P/N C2W1115-1 and -2 - no limitation.

**Effective Date:** 31 October 1966**DCA/C2/135B Exhaust Collector Ring - Inspection****Applicability:** All Model DHC-2**Requirement:** To prevent the possibility of a carburetor fire upon starting, particularly when the hot air valve control is in the 'hot' position, inspect the exhaust collector ring segments as follows:

1. Remove the carburetor heat muff, P/N C2-EE-181A, -161A, -171A and -1155A and inspect the exhaust collector ring segments P/N C2-EE251A, -235A, -255A and -257A for cracks and burnt holes.
  - a. Replace segments that have developed major breaks, cracks other than minor or burning
  - b. Segments with minor cracks must be either replaced or repaired by welding per DHC-2 Beaver Maintenance Manual para 5.4.3 and DHC-2 Beaver Repair Manual Para 6-13.
  - c. Replace segments that have developed further cracking from previous weld repairs.

(Canadian AD CF-2002-49 refers)

**Compliance:** Within 150 hours TIS or within 150 hours since the most recent inspection IAW DCA/C2/135A, whichever occurs first. Inspect thereafter at intervals not to exceed 150 hours TIS.**Effective Date:** 24 April 2003

**DCA/C2/136 Wing Lift Strut and Fuselage Attachment Fittings - Modification**

**Applicability:** All model DHC-2 which are or have ever been used on agricultural operations  
**Requirement:** Replace fittings P/N C2W781, C2W782 and C2FS5487A with new parts of same P/N  
**Compliance:** At intervals not exceeding 30,000 hours TIS  
**Effective Date:** 31 October 1966

**DCA/C2/137 Cancelled DCA/C2/138 now refers****DCA/C2/138 Flap Hydraulic Mounting - Inspection and Modification**

**Applicability:** All model DHC-2  
**Requirement:** Inspect and fit spacers P/N C2-CF-3377-27 per De Havilland Canada TNS B122  
**Compliance:** Inspection - at intervals not exceeding 100 hours TIS until modified.  
Modification - On receipt of parts required  
**Effective Date:** 31 October 1966

**DCA/C2/139 Tail Wheel Yoke Attachment Bolt - Inspection**

**Applicability:** All model DHC-2  
**Requirement:** Remove tail wheel yoke attachment bolt and inspect using magnetic particle method. Renew any bolts found cracked or pitted. Ensure bearing area is adequately lubricated on reassembly  
**Compliance:** At intervals not exceeding 100 hours TIS  
**Effective Date:** 31 October 1966

**DCA/C2/140 Intermediate Rib Assembly - Inspection**

**Applicability:** All model DHC-2 not incorporating DHC mod. 2/1497  
**Requirement:** Inspect per De Havilland Canada Engineering Bulletin B35  
**Compliance:** Within next 250 hours TIS and thereafter at intervals not exceeding 500 hours TIS  
**Effective Date:** 31 October 1966

**DCA/C2/142A Flap Selector - Modification**

**Applicability:** All model DHC-2 used on agricultural operations  
**Requirement:** Embody HSI Ltd mod. TI.M10 Issue 2  
**Compliance:** By 20 December 1968

**DCA/C2/143 Landing Gear Attachment Bolt - Inspection**

**Applicability:** All model DHC-2  
**Requirement:** Inspect per De Havilland Australia TNS 5  
**Compliance:** At 1000 hours TIS and thereafter at intervals not exceeding 200 hours TIS  
**Effective Date:** 31 October 1966

**DCA/C2/144 Landing Gear Attachment Bolt Retaining Bracket - Modification**

**Applicability:** All model DHC-2  
**Requirement:** Modify per De Havilland Australia TNS 5  
**Compliance:** By 1 April 1968

**DCA/C2/145 Cancelled - Purpose fulfilled****DCA/C2/146 Tail Plane Rear Spar - Inspection**

**Applicability:** All model DHC-2 not incorporating DHC mod. 2/1531  
**Requirement:** Inspect per De Havilland Canada SB 2/19 using dye penetrant or x-ray methods. If cracks found, embody reinforcement per DHC mod. 2/1531 before further flight  
**Compliance:** Within next 100 hours TIS unless already accomplished and thereafter at intervals not exceeding 500 hours TIS until modified  
**Effective Date:** 23 May 1980

**DCA/C2/147 Aileron Installations - Inspection and Modification**

**Applicability:** All model DHC-2  
**Requirement:**  
1. Inspect installations with channel P/N C2CF623ND and angles P/N C2CF627ND for damage, cracks and loose rivets (De Havilland Canada Engineering Bulletin B28 supplement dated 22 March 1963 refers). Repair any defects found before further flight.  
2. Inspect and modify installations with channel P/N C2CF1265ND per De Havilland Canada Engineering Bulletin B28.  
3. Check that aileron cable tension is as per De Havilland Canada SB 2/27 and aileron balance is within limits specified in DHC-2 repair manual.  
(Canadian AD CF-80-05 R1 refers)  
**Compliance:**  
1. Within next 100 hours TIS and thereafter at intervals not exceeding 600 hours TIS.  
2. Within next 100 hours TIS.  
3. Within next 100 hours TIS.  
**Effective Date:** 23 May 1980

**DCA/C2/148 Wing Structure - Inspection and reinforcement**

**Applicability:** All model DHC-2  
**Requirement:** Inspect and embody skin reinforcement per De Havilland Canada SB 2/3 para 4.3  
**Compliance:** At 10,000 hours TTIS  
**Effective Date:** 23 January 1981

**DCA/C2/149 Wing Strut Attachment Bolts - Renewal**

**Applicability:** All model DHC-2  
**Requirement:** Renew wing strut upper and lower attachment bolts per De Havilland Canada SB 2/3 para 3.2.  
**Compliance:** Whenever new struts are fitted, and additionally for struts P/N C2W-1115-1 and -2, at intervals not exceeding 5000 hours TIS  
**Effective Date:** 23 January 1981



**DCA/C2/150 Elevator Rib - Inspection****Applicability:** All model DHC-2**Requirement:** Inspect root rib assembly per De Havilland Canada SB 2/30. Renew cracked ribs or doublers before further flight**Compliance:** Within next 50 hours TIS or by 30 April 1981 whichever is the sooner and thereafter at intervals not exceeding 400 hours TIS**Effective Date:** 6 February 1981**DCA/C2/151A Control Column Installation - Inspection****Applicability:** All Model DHC-2**Requirement:** To prevent failure of the control system inspect per De Havilland Canada SB 2/28 Rev C. Renew or repair cracked parts as prescribed before further flight.  
(Transport Canada AD CF-84-01R1 refers)**Compliance:** Within next 50 hours TIS and thereafter at intervals not to exceed 200 hours TIS.

Also before further flight whenever the aircraft has been parked without external control locks installed and;

- exposed to mean wind speeds of 30 knots or more,

or

- exposed to ground gusts due to propwash/jetblast from other aircraft.

**Effective Date:** DCA/C2/151 - 8 June 1984

DCA/C2/151A - 3 September 1993

**DCA/C2/152 Aileron Centre Hinge - Inspection****Applicability:** All model DHC-2 not incorporating DHC mod. 2/1536 or Fieldair mod. FM211**Requirement:** Inspect per De Havilland Canada SB 2/37. If cracks found, modify as prescribed before further flight**Compliance:** Within next 50 hours TIS and thereafter at intervals not exceeding 500 hours TIS or twelve months, whichever is the sooner, until modified**Effective Date:** 8 June 1984

**DCA/C2/153B Wing Strut Lower Attachment Fittings – Inspection and Replacement**

**Applicability:** All model DHC-2 "Beaver" aircraft fitted with wing lift strut P/Ns C2W1103, C2W1103A, C2W1104 or C2W1104A.

**Requirement:** To prevent failure of the wing lift struts, accomplish either requirement 1 or 2 as following:

1. **Inspection Using Fluorescent Penetrant Method**

Inspect the wing strut lower attachment fittings per the instructions in Viking Air Ltd. Service Bulletin (SB) No. 2/41, revision C or later approved revisions.

If cracked, replace the strut before further flight.

2. **Inspection Using Eddy Current (ET) Method**

Inspect the wing strut lower attachment fittings per the instructions in Viking Air Ltd. SB No. 2/55, dated 23 June 2006, or later approved revisions.

If cracked, replace the strut before further flight.  
(Transport Canada AD CF-1985-08 R4 refers)

**Note 1:** This revised AD is issued to allow operators the option of continuing with the existing inspection method per requirement 1 or the use of an improved alternate inspection method per requirement 2, which permits an increase in the inspection intervals.

**Note 2:** The condition of defective struts are to be reported to the CAA by completing a defect report form CA005D and forwarding to ca005@caa.govt.nz

**Compliance:** 1. For aircraft operating in a salt water environment:

Within 12 months since the previous inspection, and thereafter at intervals not to exceed 12 months.

Within 100 hours TIS for aircraft which have not complied with requirement 1 or by 30 November 2007, whichever occurs sooner, and thereafter at intervals not to exceed 12 months.

For all other aircraft:

Within 24 months since the previous inspection, and thereafter at intervals not to exceed 24 months.

For aircraft which have not complied with requirement 1, within 100 hours TIS or by 30 November 2007, whichever occurs sooner, and thereafter at intervals not to exceed 24 months.

2. For aircraft operating in a salt water environment:

Within 12 months since compliance with requirement 1, and thereafter at intervals not to exceed 24 months.

For aircraft which have not complied with requirement 1, within 100 flight hours or by 30 November 2007, whichever occurs sooner, and thereafter at intervals not to exceed 24 months.

For all other aircraft:

Within 24 months since compliance with requirement 1, and thereafter at intervals not to exceed 60 months.

For aircraft which have not complied with requirement 1, within 100 hours TIS or by 30 November 2007, whichever occurs sooner, and thereafter at intervals not to exceed 60 months.

**Effective Date:** DCA/C2/153 - 13 February 1987  
DCA/C2/153A - 13 May 1988  
DCA/C2/153B - 30 November 2006

**DCA/C2/154 Horizontal Stabiliser Attachment Brackets - Inspection**

**Applicability:** All model DHC-2 S/N 1 through 1056 not incorporating modification no. 2/984 or 2/1338

**Requirement:** Inspect horizontal stabiliser attachment brackets per Boeing Canada, De Havilland Division SB no. 2/42, Revision C. Rectify defective brackets as prescribed before further flight.

**Compliance:** Within next 200 hours TIS or 1000 hours TIS since last inspection whichever is the later, and thereafter at intervals not to exceed 1000 hours TIS

**Effective Date:** 29 June 1990

**DCA/C2/155 Float Equipped Aircraft - Fin Installation**

**Applicability:** All model DHC-2 Mk I and Mk II aircraft equipped with EDO model 679-4930 floats. Also floats or amphibious floats listed in type approval number A-22, at Issue 20, but not equipped with fins detailed per Transport Canada Airworthiness Directive CF-83-09R2

**Requirement:** Flight tests indicate that float equipped DHC-2 aircraft may exhibit hazardous adverse directional stability when not equipped with fins. To eliminate this hazardous condition install one of the fin installations per Transport Canada AD CF-83-09R2

**Compliance:** Before further flight, unless already accomplished

**Effective Date:** 19 April 1991

**DCA/C2/156A Horizontal Stabiliser Front Spar – Inspection and Replacement**

**Applicability:** All model DHC-2 aircraft.

**Note:** The visual inspection amended to include a fluorescent penetration inspection (FPI).

**Requirement:** To prevent failure of the tailplane accomplish the following:

1. For all aircraft, remove the tailplane front spar pick-up brackets and accomplish a fluorescent penetrant inspection of the tailplane front spar web for cracks in the area of the pickup brackets per appendix A of Viking Air SB 2/47 revision E. If cracks are found on aircraft pre-mod 2/758 (aircraft having no gusset plate installed on the rear face of the tailplane front spar), replace the tailplane front spar, before further flight.

Replace spars with cracks that have progressed beyond previously stop-drilled holes, before further flight.

For aircraft pre-mod 2/466, visually inspect the front spar web in the area of the lightening holes for cracks between the pickup brackets. If cracks are found, replace the spar, before further flight.

2. Embody modifications 2/436, 2/466 and 2/758. (Transport Canada AD CF-1991-42R1 refers)

**Compliance:** 1. Within the next 200 hours TIS, unless previously accomplished within the last 2 years per Viking Air Service Bulletin 2/47 revision D, and thereafter at interval not to exceed 2 years.

If cracks are found on aircraft embodied with Modification 2/758, replace the spar within the next 400 hours TIS.

Replace front spars on which cracks have been stop-drilled within one year of the effective date of this AD.

2. Within one year of the effective date of this AD, unless already accomplished.

**Effective Date:** DCA/C2/156 - 19 February 1993  
DCA/C2/156A - 26 July 2007

**DCA/C2/157 Wing Struts Lower End Fittings - Inspection**

- Applicability:** All model DHC-2 with steel end-fittings on wing struts C2W1115-1/-2.
- Requirement:** To detect corrosion and prevent loss of strength, inspect the wing strut per De Havilland Beaver Alert SB A2/48. If damage is detected repair or replace the strut per Alert SB A2/48 before further flight.  
(Transport Canada AD CF-93-21 refers)
- Compliance:** Within next 50 hours TIS and thereafter at intervals not exceeding 12 months.
- Effective Date:** 29 October 1993

**DCA/C2/158 Aileron Control Chain - Inspection**

- Applicability:** Model DHC-2 Mk I, Mk II and Mk III.
- Requirement:** To prevent failure of the chain stop link in the aileron control system and complete loss of aileron control, inspect per De Havilland SB A2/51. Rectify if necessary per SB A2/51 before further flight.
- Compliance:** Within next 50 hours TIS.
- Effective Date:** 10 May 1996

**DCA/C2/159 Elevator Mass Balance Weight - Inspection and Modification**

- Applicability:** All model DHC-2 Mk I, Mk II and Mk III
- Requirement:** To prevent loss of balance weight in flight, inspect the elevator tip rib for corrosion and install Modification 2/1540 per De Havilland SB 2/50.  
(Canadian AD CF-97-06 refers)
- Compliance:** By 31 December 1997
- Effective Date:** 4 July 1997

**DCA/C2/160A Front Fuselage Struts – Replacement or Inspection**

- Applicability:** All model DHC-2
- Requirement:** To preclude failure of the front fuselage struts on either side of the flight compartment windshield, accomplish either Part A or Part B:-

Part A. Strut Replacement:

Within 12 months after the effective date of this directive, unless previously accomplished since 30 April 1985, replace installed front fuselage struts with replacement part number struts listed in the accompanying table.

Installed P/N	Replacement P/N	Description
C2FS209 or C2FS3281A	C2FS3281A	Strut Assy Front Fuselage, Left
C2FS210 or C2FS3282A	C2FS3282A	Strut Assy Front Fuselage, Right

In accordance with PSM 1-2-2, Part 5, Temporary Revision 2-22, and PSM 1-2T-2, Part 5, Temporary Revision 2T-6, both dated 3 August 1998, replaced struts have a life limit of 15 years from the date of installation.

Part B. Repetitive Strut Inspections:

Inspect the front fuselage struts as follows:

- Initially within 12 months after the effective date of this directive, unless previously accomplished, and every 12 months thereafter, perform a detailed visual inspection of the front fuselage struts and all fittings attached to the frame for damage (corrosion, cracks, dents) using an inspection light, inspection mirror and 10X magnifying glass. On completion of the inspection clean the drain holes around the bottom end fitting

and protect the tube internally with an appropriate corrosion preventative spray (LPS #3 recommended).

2. (a) Initially within 24 months after the effective date of this directive, unless previously accomplished, and every 5 years thereafter, perform an ultrasonic thickness measurement of all surfaces on the front fuselage struts. Although the inspection procedure detailed in Bombardier Service Bulletin 2/49 Revision C does not include inspection of the front fuselage struts, a procedure which follows a similar calibration procedure and measures strut thickness on all four surfaces at 1-inch intervals is acceptable. There is a 4-inch surface on the outboard side of each strut which is not accessible.

(b) Before next flight, replace any struts found below minimum thickness of 0.030 inch with new struts per Part A of this directive.

**Note:** The 15-year life limit does not apply for struts inspected per Part B of this directive. (Canadian AD CF-98-37R1 refers)

**Compliance:** Compliance is required at the times specified within the requirement of this AD.

**Effective Date:** DCA/C2/160 - 20 November 1998  
DCA/C2/160A - 22 October 1999

#### **DCA/C2/161 Fuselage Bulkhead - Inspection**

**Applicability:** DHC-2 Mk I, Mk II and Mk III

**Requirement:** To prevent failure of the fuselage station 228 bulkhead, inspect per De Havilland SB 2/52 or TB/60. If cracks are found replace the bulkhead or repair per instructions from Bombardier before further flight. (Canadian AD CF-98-38 refers)

**Compliance:** Within next 12 months and thereafter at intervals not to exceed 5 years.

**Effective Date:** 20 November 1998

#### **DCA/C2/162A Magneto Firewall Connector – Inspection and Replacement**

**Applicability:** Model DHC-2 aircraft fitted with a radial engine and firewall magneto connector plugs as described in Viking Air Limited Service Bulletin (SB) No. V2/0001.

**Note:** This AD has been amended to mandate the installation of a replacement connector per Viking Air Limited SB V2/0001 which is similar in design to magneto systems in service today. This modification incorporates a “straight through” type connector, ensuring magneto circuit integrity should the connection open.

**Requirement:** To prevent failure of the magnetos and ignition system due to the lock wire hole on the ignition connector plug located on the firewall breaking, which could result in the plug vibrating loose and the magneto being grounded, accomplish the following:

1. Inspect the firewall ignition plug and receptacle for correct wire locking and security per the instructions in Bombardier Alert Service Bulletin A3/53 revision A or later approved revisions. Replace any damaged parts before further flight.
2. Amend the periodic inspections section of the maintenance schedule in the Maintenance Manual PSM 1-2-2 by inserting temporary revision TR2-24, dated 24 August 2001.
3. Replace the firewall ignition connector per the instructions in Viking Air Limited SB V2/0001 dated 27 June 2007 or later approved revisions. (Transport Canada AD CF-2001-36R1 refers)

**Compliance:**

1. Within the next 50 hours TIS or by 26 September 2008, whichever occurs sooner, unless already accomplished.
2. By 26 September 2008.
3. By 26 December 2008.

**Effective Date:** DCA/C2/162 - 29 November 2001  
DCA/C2/162A - 26 June 2008

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. The link to the NAA website is available on the CAA website at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

**CF-2014-38 Horizontal Stabiliser Locknuts - Inspection**

**Applicability:** Viking Air Limited model DHC-2 Mk. I, DHC-2 Mk. II and DHC-2 Mk. III aircraft, all S/N.

**Effective Date:** 3 November 2014

**CF-2015-21 Elevator Control System - Inspection**

**Applicability:** Viking Air Ltd. (formerly Bombardier Inc.) model DHC-2 Mk. I, DHC-2 Mk. II and DHC-2 Mk. III aircraft, all S/N.

**Effective Date:** 30 July 2015

**CF-2017-17 Flap/Aileron Hinge Arm Support Brackets and Rear Spar Web - Inspection**

**Applicability:** Viking Air Ltd. (formerly Bombardier Inc.) model DHC-2 Mk. I, DHC-2 Mk. II and DHC-2 Mk. III aircraft, all S/N.

**Effective Date:** 1 June 2017

**\* CF-2017-33 Cancelled - CF-2019-25 refers**

**Effective Date:** 25 July 2019

**CF-2018-10 Wire Pull Fittings - Inspection**

**Applicability:** All Viking Air Limited (formerly Bombardier Inc.) model DHC-2 Mk. I aircraft incorporating the 5600 lb gross weight increase kit installed in accordance with Supplemental Type Certificate (STC) SA92-63 or SA00299NY with float strut wire pull fittings VALTBS1245-1/-2 and/or VALTBS1244-1.

All Viking Air Limited (formerly Bombardier Inc.) model DHC-2 Mk. III aircraft incorporating the 6000 lb gross weight increase kit installed in accordance with STC SA91-18 or SA945NE with float strut wire pull fittings part number (P/N) VALTBS1245-1/-2 and/or VALTBS1244-1.

**Effective Date:** 26 April 2018

**\* CF-2019-25 Airframe Corrosion - Inspection**

**Applicability:** Viking Air Limited (formerly Bombardier Inc.) model DHC-2 Mk. I, DHC-2 Mk. II and DHC-2 Mk. III aircraft, all S/N.

**Effective Date:** 25 July 2019