**Aeroplane Airworthiness Directive Schedule**

**De Havilland DHC-2 (Beaver Mk 1)**

1 October 2020

---

**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](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 *

---

**Contents**

<table>
<thead>
<tr>
<th>AD Number</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>DCA/C2/101</td>
<td>Lower Hinge Bracket - Modification</td>
<td>3</td>
</tr>
<tr>
<td>DCA/C2/102</td>
<td>Locking of Flaps - Modification</td>
<td>3</td>
</tr>
<tr>
<td>DCA/C2/103</td>
<td>Tailplane Front Spar - Modification</td>
<td>3</td>
</tr>
<tr>
<td>DCA/C2/104</td>
<td>Accessory Firewall - Modification</td>
<td>3</td>
</tr>
<tr>
<td>DCA/C2/105</td>
<td>Hopper Mounting - Modification</td>
<td>3</td>
</tr>
<tr>
<td>DCA/C2/106</td>
<td>Circuit Breaker and Stall Warning Device - Modification</td>
<td>3</td>
</tr>
<tr>
<td>DCA/C2/107</td>
<td>Undercarriage Attachment Fittings - Modification</td>
<td>3</td>
</tr>
<tr>
<td>DCA/C2/108</td>
<td>Steerable Tailwheel Assembly - Modification</td>
<td>3</td>
</tr>
<tr>
<td>DCA/C2/109</td>
<td>Brake pedals - Modification</td>
<td>4</td>
</tr>
<tr>
<td>DCA/C2/110</td>
<td>Cockpit Ultra Violet Lights - Modification</td>
<td>4</td>
</tr>
<tr>
<td>DCA/C2/111A</td>
<td>Fuel Pressure Warning Horn - Modification</td>
<td>4</td>
</tr>
<tr>
<td>DCA/C2/112</td>
<td>Fire Extinguisher System - Modification</td>
<td>4</td>
</tr>
<tr>
<td>DCA/C2/113</td>
<td>Cancelled - Purpose fulfilled</td>
<td>4</td>
</tr>
<tr>
<td>DCA/C2/114</td>
<td>Tailplane Front Spar Attachment Bolts - Inspection</td>
<td>4</td>
</tr>
<tr>
<td>DCA/C2/115</td>
<td>Cancelled - Purpose fulfilled</td>
<td>4</td>
</tr>
<tr>
<td>DCA/C2/116</td>
<td>Cancelled - Purpose fulfilled</td>
<td>4</td>
</tr>
<tr>
<td>DCA/C2/117</td>
<td>Wing Skin - Inspection</td>
<td>4</td>
</tr>
<tr>
<td>DCA/C2/118</td>
<td>Fuselage Side Panels - Inspection</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/119</td>
<td>Tailplane, Elevator Outboard Hinge - Inspection</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/120</td>
<td>Cancelled - DCA/C2/154 now refers</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/121</td>
<td>Cancelled - DCA/C2/154 now refers</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/122</td>
<td>Cancelled - Purpose fulfilled</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/123</td>
<td>Cancelled - Purpose fulfilled</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/124</td>
<td>Cancelled - Purpose fulfilled</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/125</td>
<td>Cancelled - Purpose fulfilled</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/126</td>
<td>Cancelled - Purpose fulfilled</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/127</td>
<td>Cancelled - Purpose fulfilled</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/128</td>
<td>Cancelled - Purpose fulfilled</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/129</td>
<td>Wing Struts - Inspection</td>
<td>5</td>
</tr>
<tr>
<td>DCA/C2/130</td>
<td>Wing Struts - Inspection</td>
<td>6</td>
</tr>
<tr>
<td>DCA/C2/131</td>
<td>Cancelled - Purpose fulfilled</td>
<td>6</td>
</tr>
<tr>
<td>DCA/C2/132</td>
<td>Cancelled - Purpose fulfilled</td>
<td>6</td>
</tr>
<tr>
<td>DCA/C2/133</td>
<td>Cancelled - Purpose fulfilled</td>
<td>6</td>
</tr>
<tr>
<td>DCA/C2/134</td>
<td>Wing Lift Struts - Limitation</td>
<td>6</td>
</tr>
<tr>
<td>DCA/C2/135B</td>
<td>Exhaust Collector Ring - Inspection</td>
<td>6</td>
</tr>
<tr>
<td>DCA/C2/136</td>
<td>Wing Lift Strut and Fuselage Attachment Fittings - Modification ....................................... 7</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/137</td>
<td>Cancelled DCA/C2/138 now refers ................................................................................... 7</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/138</td>
<td>Flap Hydraulic Mounting - Inspection and Modification ..................................................... 7</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/139</td>
<td>Tail Wheel Yoke Attachment Bolt - Inspection .................................................................. 7</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/140</td>
<td>Intermediate Rib Assembly - Inspection ............................................................................ 7</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/142A</td>
<td>Flap Selector - Modification ............................................................................................... 7</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/143</td>
<td>Cancelled – CASA AD/DHC-2/15 Amdt 1 refers .................................................................. 7</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/144</td>
<td>Landing Gear Attachment Bolt Retaining Bracket - Modification ....................................... 8</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/145</td>
<td>Cancelled - Purpose fulfilled ............................................................................................. 8</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/146</td>
<td>Tail Plane Rear Spar - Inspection ........................................................................................ 8</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/147</td>
<td>Aileron Installations - Inspection and Modification ............................................................ 8</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/148</td>
<td>Wing Structure - Inspection and reinforcement .................................................................... 8</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/149</td>
<td>Wing Strut Attachment Bolts - Renewal ................................................................................ 8</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/150</td>
<td>Elevator Rib - Inspection ................................................................................................... 9</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/151A</td>
<td>Control Column Installation - Inspection ................................................................................ 9</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/152</td>
<td>Aileron Centre Hinge - Inspection ..................................................................................... 9</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/153B</td>
<td>Wing Strut Lower Attachment Fittings – Inspection and Replacement ................................ 10</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/154</td>
<td>Horizontal Stabiliser Attachment Brackets - Inspection .................................................... 11</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/155</td>
<td>Float Equipped Aircraft - Fin Installation ........................................................................... 11</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/156A</td>
<td>Horizontal Stabiliser Front Spar – Inspection and Replacement ........................................ 11</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/157</td>
<td>Wing Struts Lower End Fittings - Inspection ....................................................................... 12</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/158</td>
<td>Aileron Control Chain - Inspection .................................................................................... 12</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/159</td>
<td>Elevator Mass Balance Weight - Inspection and Modification ........................................... 12</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/160A</td>
<td>Cancelled – CF-2020-22 refers ......................................................................................... 12</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/161</td>
<td>Fuselage Bulkhead - Inspection .......................................................................................... 12</td>
<td></td>
</tr>
<tr>
<td>DCA/C2/162A</td>
<td>Magneto Firewall Connector – Inspection and Replacement .............................................. 13</td>
<td></td>
</tr>
</tbody>
</table>

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are 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. .................................................................................................................................................... 14

| CF-2014-38 | Horizontal Stabiliser Locknuts - Inspection ....................................................................... 14 |
| CF-2015-21 | Elevator Control System - Inspection ................................................................................ 14 |
| CF-2017-17 | Flap/Aileron Hinge Arm Support Brackets and Rear Spar Web - Inspection ...................... 14 |
| CF-2018-10 | Wire Pull Fittings - Inspection .......................................................................................... 14 |
| CF-2019-25 | Airframe Corrosion - Inspection ....................................................................................... 14 |
| CF-2020-22 | Fuselage Struts - Inspection .............................................................................................. 14 |

* CASA AD/DHC-2/15 Amdt 1 (Correction) Main Undercarriage Lower Forward Bolt Attachment – Inspection 15
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 1½" 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:


   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  Cancelled – CASA AD/DHC-2/15 Amdt 1 refers  
**Effective Date:**  30 July 2020
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 Cancelled – CF-2020-22 refers

Effective Date: 25 June 2020

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


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.


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.

Effective Date:  DCA/C2/162 - 29 November 2001
DCA/C2/162A - 26 June 2008
The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at [http://www.caa.govt.nz/airworthiness-directives/states-of-design/](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.

<table>
<thead>
<tr>
<th>AD Number</th>
<th>Description</th>
<th>Applicability</th>
<th>Effective Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>CF-2017-17</td>
<td>Flap/Aileron Hinge Arm Support Brackets and Rear Spar Web - Inspection</td>
<td>Viking Air Ltd. (formerly Bombardier Inc.) model DHC-2 Mk. I, DHC-2 Mk. II and DHC-2 Mk. III aircraft, all S/N.</td>
<td>1 June 2017</td>
</tr>
<tr>
<td>CF-2018-10</td>
<td>Wire Pull Fittings - Inspection</td>
<td>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.</td>
<td>26 April 2018</td>
</tr>
</tbody>
</table>
CASA AD/DHC-2/15 Amdt 1 (Correction)  Main Undercarriage Lower Forward Bolt Attachment

- Inspection

**Applicability:** DHC-2 (Beaver) series aircraft, all S/N.

**Note 1:** The AD compliance revised to introduce an initial compliance time.

**Requirements:** Comply with the requirements in CASA AD/DHC-2/15 Amdt 1.

**Note 2:** The non-destructive testing requirements in Rule Part 43.67 can be used in lieu of the magnetic particle inspection in accordance with ANO 108.8 and the fluorescent penetrant inspection in accordance with ANO 108.10 specified in CASA AD/DHC-2/15 Amdt 1.

**Compliance:** Within the next 50 hours TIS and thereafter at intervals not to exceed 100 hours TIS for aircraft engaged in agricultural operations, and thereafter at intervals not to exceed 500 hours TIS for other aircraft.

**Effective Date:**
- CASA AD/DHC-2/15 Amdt 1 - 30 July 2020
- CASA AD/DHC-2/15 Amdt 1 (Correction) - 1 October 2020