

# Continuing Airworthiness Notice – 27-006



## Control Column Grip – Inspection

16 April 2011

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Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

**The contents of this notice are ADVISORY ONLY and are NOT MANDATORY.**

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

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### Applicability:

Plastic two-part detachable flight control column hand-grips fitted on numerous aircraft type.

### Purpose:

This Continuing Airworthiness Notice (CAN) is issued to alert operators and maintainers to inspect two-part flight control column hand grips for looseness between the control column and the grip. Any looseness may indicate failure of the plastic mating halves and/or the attachment hardware.

### Background:

This CAN is prompted by an overseas accident which was due to the sudden separation of the plastic control column grip from the control column and resulted in loss of control at low altitude. Investigation revealed the grip was an approved STC part fitted on an aircraft which was not listed in the STC.

The grip consists of two halves clamped together with two through bolts. The lower bolt also attaches the hand grip to the control column. On the accident aircraft the plastic control column grip separated from the control column due to the presence of cracks in both the upper and lower through bolt boss areas, which resulted in the bosses breaking completely away from the plastic grip halves.

### Recommendation:

Maintainers and operators must ensure that the aircraft model is listed on the STC before installation of a STC approved part. The CAA strongly recommends operators and maintainers inspect all detachable grips for security on the control column. If any looseness is found between the grip and the control column there may be a number of reasons:

- The through bolts may be loose or thread bound,
- The plastic through-bolt bosses may be cracked or have failed,
- The shell halves may not be located correctly relative to each other,
- The grip may be incorrectly installed and/or maintained.

If a grip remains loose on the control column after tightening, accomplish the following:

- Inspect the exterior of the grip in the bolt boss areas for any signs of cracks,
- Inspect for wear due to chafing,
- Inspect the electrical wiring in the grip assembly and determine if the wiring is not caught between the grip halves which may prevent complete clamping,
- Inspect and determined if the fasteners are not thread bound, and
- Accomplish all applicable correct actions before returning the aircraft to service.

For further information refer to CASA AWB No. 27-005 issue 2, dated 8 February 2012 which can be obtained from: [http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC\\_90516](http://www.casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90516)

### Enquiries:

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