



This Airworthiness Directive (AD) is issued by the UK CAA as the National Aviation Authority (ICAO Annex 8 Authority of State of Design) for the affected product(s).

In accordance with Article 19(1) of Air Navigation Order 2009, the following action required by this AD is mandatory for applicable aircraft registered in the United Kingdom. No person may operate an aircraft to which an AD applies except in accordance with the requirements of that AD unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name: de Havilland Support Ltd		Type/Model Designation(s): DHC-1 Chipmunk – all marks	
AANs:	DHC-1 Chipmunk Mk 21 DHC-1 Chipmunk Mk 22 + 22A DHC-1 Chipmunk Mk 23	AAN 1399, Issue 1 AAN 4383, Addendum 4, Issue 6 AAN 5545, Issue 1	
Supersedure:	Not Applicable		
ATA 55	Stabilisers – Tailplane Attachment Fittings – Examination for Stress Corrosion Cracking and Possible Misassembly		
Manufacturer(s):	de Havilland Aircraft Co and Oficinas Gerais de Material Aeronautico (OGMA)		
Applicability:	English and Portuguese-built civil certificated DHC-1 Chipmunk aeroplanes – all marks		
Reason:	Cracking has been discovered in an early build standard of tailplane attachment fitting (potentially qty 4 per aircraft). The fitting is manufactured from aluminium alloy forging and the failure mode is still under investigation. Modification action dating back to the earliest years of the Chipmunk's service replaced this affected fitting with a similar item made from steel. These modifications were not mandated and it is now necessary to ensure the integrity of those aluminium alloy fittings which remain in service. However, the number of alloy fittings remaining in service is likely to be minimal in the UK, but potentially significant overseas. As part of its evaluation of the cracked bracket, DHSL has also identified the potential for misassembly of the fittings, leading to an inadvertent but small change of tailplane incidence. This situation might have some effect on the aircraft flight characteristics. DHSL have therefore issued Technical News Sheet (TNS) CT(C1) No 209, Issue 1, dated 01 August 2013, which requires a check for correct assembly of the fittings and introduces a repeat crack test of aluminium tailplane attachment fittings.		
Effective Date:	16 October 2013		

Compliance/Action:	Initial compliance is required as detailed in de Havilland Support Ltd TNS CT(C1) No 209, Issue 1, dated 01 August 2013 (or later approved amendment), within 10 flying hours of the effective date of this AD but not later than 30 November 2013. Aluminium alloy fittings are to be crack checked at 6 monthly intervals thereafter, per TNS Series CT(C1) No 209.
Reference Publications:	de Havilland Support Ltd Technical News Sheet CT(C1) No 209, issue 1, dated 01 August 2013.
Remarks:	1. This AD was posted on 30 August 2013 as PAD 1962 for consultation until 30 September 2013. 2. Enquiries regarding this Airworthiness Directive should be referred to: Aircraft Certification Department, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR. +44 (0)1293 573726 Fax: +44 (0)1293 573976 E-mail: tony.love@caa.co.uk 3. For any question concerning the technical content of the requirements of this AD and for copies of the TNS, please contact: de Havilland Support Ltd, Building 213, Duxford Airfield, Cambridge, CB22 4QR. Tel: +44(0)1223 830090. Fax: +44(0)1223 830085 e-mail: info@dhsupport.com