

Civil Aviation Authority

EMERGENCY AIRWORTHINESS DIRECTIVE



Number: G-2014-0003-E Issue date: 12 September 2014

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 ANO Articles 19 and/or 21 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: Air Stratus Ltd		Type/Model Designation(s): DH83
TCDS:	n/a – AAN 2480	
Supersedure:	n/a – AAN 24804 Issue 4 (or later) refers to DH83 Fox Moth Not Applicable	
ATA 55	Fuselage Main Structures – Lower Fuselage Tie-Rods	
Manufacturer(s):	de Havilland, Morris Motors and others	
Applicability:	DH83 Fox Moth aircraft and all variants and replicas	
Reason:	Examination of DH82 aircraft which crashed in Australia indicated that both of the aircraft's fuselage lateral tie rods, which join the lower wings to the fuselage, had fractured in the threaded section near the join with the left wing (at areas of significant pre-existing fatigue cracking). The failed tie rods were manufactured under an Australian Parts Manufacturing Approval. Tie rods were manufactured under this approval with similar process for the subject aircraft. (Part number is JRA-776-3 for DH83 tie rods; part number is JRA-776-2 for nuts.) Some aircraft on the UK register and other fleets may have embodied such PMA parts as alternative means of compliance, and this AD is to cover the intent of CASA Australia AD/DH 83/5 removing any unacceptable tie-rods and nuts from service.	
Effective Date:	12 September 2014	

Compliance/Action:	With immediate effect from the effective date of this AD, the aircraft is restricted to non-aerobatic flight until the provenance of the tie rods has been checked.	
	 Within 10 flying hours from the effective date of this AD, check the provenance of the tie rods: If tie-rods are of de Havilland manufacture* in accordance with TNS 29 and CAA AD 006-10-97, no further action is necessary. Remove and destroy all fuselage lateral tie rods and attaching nuts produced by J&R Aerospace and those of unknown provenance, and replace in accordance with Technical News Sheet Series CT(MOTH) No 29 available from de Havilland Support Limited UK (DHSL). For other tie-rods not covered above, check life is within that approved by local Airworthiness Authority 	
	* This means one of the following:	
	 a) tie rods and attaching nuts that are the original equipment manufacturer (OEM) tie rods manufactured by DH, Morris Motors or DH (Australia) provided they are within their installed calendar or safe life of 2,000 flying hours or 18 years, or 	
	b) manufactured by Bruntons Aero Products Ltd of the United Kingdom (UK). or	
	c) produced by HG Aerospace Engineering Ltd of the UK.	
Reference Publications:	British Aerospace Technical News Sheet Series CT(MOTH) No 29 Issue 3 (or later).	
	Australian CASA AD/DH 83/5 relating to DH83 Fox Moth aircraft.	
Remarks:	This AD was not posted for consultation because of the urgency of the requirement.	
	 Enquiries regarding this Airworthiness Directive should be referred to: General Aviation Unit, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR. Tel: +44 (0)1293 573988. E-mail: ga@caa.co.uk 	
	 For any question concerning the technical content of the requirements of this AD, please contact: Air Stratus Ltd. Oaksey Park Airfield, Oaksey, Malmesbury, Wiltshire. SN16 9SD UK Tel: +44 (0)1666 575111 mob +44 (0)7799 420875 e-mail: john@johneagles.wanadoo.co.uk 	
	NB Copies of TNS CT(MOTH) No 29 are also available from de Havilland Support Ltd. At 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	