

(2) Auster 3, 4 and 5 Variants 'J' and 'D' Series and Taylorcraft Plus 'C' and 'D' Aircraft

UK National Airworthiness Directives previously published in CAP 476 – Mandatory Aircraft Modifications and Inspections Summary

CAA AD No: 2463 PRE 80

Associated Material: Mod No. 135

Description: To introduce strengthened flap shaft levers and flap torque tube levers.

Applicability – Compliance – Requirement

Applicable to Marks 4, 5, 5C and 5D aircraft.

CAA AD No: 2464 PRE 80

Associated Material: Mod No. 142

Description: To change the specification of rear undercarriage and lift strut fittings from 3S3 to DTD-124A.

Applicability – Compliance – Requirement

Applicable to the first sixty-one Mark 3 aircraft only. Constructors Nos. 233–248 inclusive, 251–264 inclusive and 266–296 inclusive.

CAA AD No: 2465 PRE 80

Associated Material: Mod No. 144

Description: Introduction of 5/8" diameter rudder mass balance arm.

Applicability – Compliance – Requirement

Applicable to Marks 3, 4, 5, 5C and Taylorcraft Plus Model 'C' and 'D' only. Mod. 159 (Introduction of rudder mass balance weight to Part No. J4252) is an alternative to this modification.

CAA AD No: 2466 PRE 80

Associated Material: Mod No. 154

Description: Introduction of wing fabric DTD 575, using specially woven tape of greater strength with 3" pitch stringing.

Applicability – Compliance – Requirement

Applicable to Marks 3, 4, 5, 5C, 5D and Taylorcraft Plus Model 'C' and 'D' mainplanes only. Mod. 138 (Strengthened fabric attachments) and Mod. 167 (Fabric to DTD 540, superseded by BS 7F1) are alternatives. On all other variants, the modification is incorporated into the build standard, but if mainplanes and/or ailerons are to be re-covered, Mod 154 must be embodied in accordance with the relevant fabric covering drawings. (Use of DTD 540 fabric, now superseded by BS 7F1 is an alternative fabric to DTD 575). Beagle Service Bulletin No. 53 (Auster Series) and R F Saywell Ltd. Service Bulletin RFS/73/2 refer.

CAA AD No: 2467 PRE 80

Associated Material: Mod No. 164

Description: Introduction of redesigned engine mounting to Drawings Nos. DFF 18 Mark 3 and DFF 19 Mark 3.

Applicability – Compliance – Requirement

Applicable to Marks 4 and 5. Mod. 118 (Mountings to Drawings Nos. DFF 18 and 19 Mark 2) is an alternative to this modification.

CAA AD No: 2468 PRE 80

Associated Material: Mod No. 1381

Description: Introduction of redesigned engine mounting to Drawings Nos. DFF 18 Mark 3 and DFF 19 Mark 3.

Applicability – Compliance – Requirement

Applicable to Marks 4 and 5. Mod. 118 (Mountings to Drawings Nos. DFF 18 and 19 Mark 2) is an alternative to this modification.

CAA AD No: 2469 PRE 80

Associated Material: Mod No. 1670

Description: To introduce improved engine mounting to Drawing No. EJF 106 Issue 'K' by addition of wrapper plate at rear bearer foot attachment.

Applicability – Compliance – Requirement

Applicable to Mark 5J1

CAA AD No: 2470 PRE 80

Associated Material: Mod No. 1838

Description: Introduction of starter isolation switch.

Applicability – Compliance – Requirement

Applicable to all Auster aircraft with electric starter motors.

CAA AD No: 2471 PRE 80

Associated Material: Mod No. 2555

Description: To introduce safety tube in tailplane attachment tube.

Applicability – Compliance – Requirement

CAA AD No: 2472 PRE 80

Associated Material: Mod No. 2601

Description: To introduce throttle lever in mild steel.

Applicability – Compliance – Requirement

Applicable to Marks J5F, J5G and J5H.

CAA AD No: 2473 PRE 80

Associated Material: Mod No. 2737

Description: To introduce cap nut at engine fuel pipe banjo connection to facilitate locking.

Applicability – Compliance – Requirement

Applicable to all Auster 5J2 aircraft and to Auster Mark 4 and 5 fitted with Pesco type Vacuum Pumps and Electric Starters. Auster Service Bulletin Issue No. 36 refers.

CAA AD No: 2474 PRE 80

Associated Material: Mod Nos. 2898, 2899 and 2902

Description: Introduction of flexible mounted whip aerial.

Applicability – Compliance – Requirement

Only applicable to aircraft cleared for flight in icing conditions.

CAA AD No: 2475 PRE 80

Associated Material: Mod No. 3234

Description: Introduction of retaining pin for forward tailplane attachment safety tube.

Applicability – Compliance – Requirement

Auster Service Bulletin No. 41 refers.

CAA AD No: 2476 PRE 80

Associated Material: Mod No. 3285

Description: Radius on trimmer guide tubes.

Applicability – Compliance – Requirement

Applicable to Auster types 5J1, 5J1B, J1N, 5J2, 5J4, 5J5, J5B and J5P. Not applicable to aircraft fitted with belled mouth guide tubes at elevator trailing edge. Auster Service Bulletin No. 41 refers.

CAA AD No: 2477 PRE 80

Associated Material: Mod No. 3663

Description: Strengthened Actuator Lever Assemblies on Flap Control Torque Shaft.

Applicability – Compliance – Requirement

Should have been embodied by 1 April 1961. Applicable to Auster types Mark 4, 5, 5C, 5D, 5J1, 5J1B, J1N, J1U, 5J5, J5F, J5K, J5L, J5B, J5G, J5H, J5P, J5Q, J5R, J5V.

CAA AD No: 2478 PRE 80

Associated Material: Mod No. 4069

Description: Introduction of additional stringing.

Applicability – Compliance – Requirement

Applicable to Model C, Model D, Mark 3, 4, 5, 5C, 5D, 5J1, 5J1B, J1N, J1S, J1U, J2, J4, J5, J5B, J5F, J5G, J5H, J5K, J5L, J5P, J5Q, J5R, J5V, J8L, D4, D5, D6. This modification is applicable to all mainplanes of aircraft of the above types in which incorrect taping and/or stringing materials have been used during the last recovering of the components.

NOTE: This modification is an acceptable alternative to Auster Mod. 138 referred to in connection with Mod. 154. Beagle Service Bulletin No. 53 (Auster Series) and RF Saywells Ltd. Service Bulletin RFS/73/2 refer.

CAA AD No: 2479 PRE 80

Associated Material: Mod No. 4073

Description: Introduction of Cockpit Placard and Loading Chart.

Applicability – Compliance – Requirement

Applicable to mark 4, 5, 5C, 5D, J1, J1B, J1N, J1S, J1U, J5, J5B, J5F, J5G, J5H, J5K, J5L, J5P, J5Q, J5R, J5V, D5, D6. Beagle Service Bulletin No. 52 (Auster Series) refers.

CAA AD No: 2480 PRE 80

Associated Material: Mod No. 4179

Description: Replacement of toxic type fire extinguishers.

Applicability – Compliance – Requirement

Applicable to Model 'D' Mark 3, J1, J1N, J2, J4, D6/160, D6/180 and 6A. Should have been embodied by 30 September 1965.

CAA AD No: 2481 PRE 80

Associated Material: Mod No. A182

Description: Fuel and Oil Vent Restriction for AC lightweight diaphragm Fuel Pumps.

Applicability – Compliance – Requirement

Applicable to D5/160, D5/180, D6/160, D6/180, J1U and J5V. Compliance required by 1 September 1964. Beagle Service Bulletin (Auster Series) No. 55 refers.

CAA AD No: 2482 PRE 80

Associated Material: SB 32

Description: Inspection of the tailplane front attachments.

Applicability – Compliance – Requirement

Applicable to all variants except Taylorcraft Plus C and Auster J1U. Inspect for signs of fracture of the leading edge tube in the vicinity of the saddle washers at periods not exceeding 300 flight hours.

NOTE: This inspection is not necessary if the saddle washers are welded to the tube (instead of brazed) or if the aircraft has Modifications No. 3252 or 3413 embodied.

CAA AD No: 2483 PRE 80

Associated Material: SB 30

Description: Inspection of the tailplane attachment stubs.

Applicability – Compliance – Requirement

Applicable to all variants except Taylorcraft Plus C and Auster J1U. Inspect for signs of failure at periods not exceeding 100 flight hours (Auster J5F, J5L and J8L Aiglet Trainers) or 300 flight hours (Taylorcraft Plus D and all other variants other than J5F, J5L and J8L). This inspection need not be carried out if Modifications No. 3252 or 3413 together with 2555 and 3234 are embodied.

CAA AD No: 2484 PRE 80

Associated Material: -

Description: Life limitation of rudder control cables.

Applicability – Compliance – Requirement

Rudder cables Part Nos. JA 2393X and JA 2394X when installed over small (13/4") diameter pulleys at the change of direction some 12" rearward from the rudder bar must be renewed at periods not exceeding 200 flight hours. In all other cases cables Part Nos. JA 2393X and JA 2394X may remain in service up to a maximum of 1200 flight hours.

NOTE: Reference should be made to Auster Service Bulletin No. 50. The inspections of rudder cables detailed in this bulletin are mandatory.

CAA AD No: 2485 PRE 80 Revision 1

Associated Material: Beagle SB 54

Description: Inspection of the engine mounting attachment bolts.

Applicability – Compliance – Requirement

Applicable to Models as detailed in Service Bulletin. Compliance is required at intervals not exceeding 1000 flight hours. Inspect the engine mounting attachment bolts in accordance with the Service Bulletin.

NOTE: This AD revision removes the 5 year repeat requirement of the Service Bulletin.

CAA AD No: 2486 PRE 80

Associated Material: HS/Auster SB 1

Description: Propeller operating restriction placard.

Applicability – Compliance – Requirement

Applicable to aircraft fitted with Propeller Models 2D36C14-X/78KM, 2D34C53-X/74E and B2D34C53-X/7. Compliance required as detailed in Service Bulletin.

CAAAD No: 2487 PRE 80

Associated Material: -

Description: Rear seat loading limitations amendment.

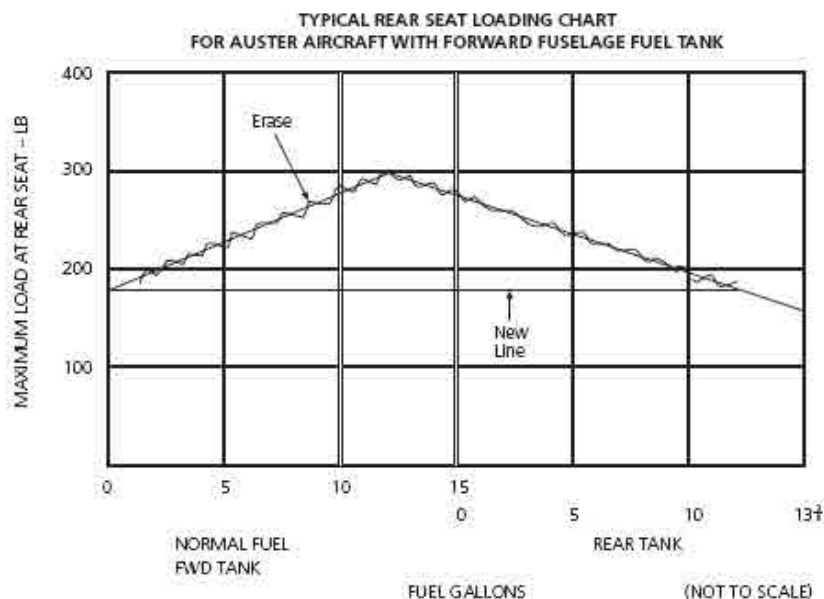
Applicability – Compliance – Requirement

Applicable to Auster Models Mk4, Mk5, Mk5C, Mk5D, J1, J1B, J1N, J1S, J5, J5B, J5F, J5G, J5H, J5K, J5L, J5P, J5Q, J5R, J5V, D5 and D6 which are fitted with a forward fuselage fuel tank. Compliance is required prior to the next flight on which it is intended to carry passengers on the rear bench seat, but in any case not later than 30 September 1976. Amend the loading limitation chart which is displayed in a plastic holder on the rear cabin bulkhead, as follows:

(1) Draw a line, parallel to the base line of the chart, from the rear seat load at zero fuel, i.e. the intersection of the loading limitation line with the left-hand vertical axis of the chart, and continue this horizontal line to intersect with the right-hand slope of the loading limitation line.

(2) Erase all that part of the original loading limitation line, which lies above the new line (drawn in accordance with 1).

NOTE: The following sketch illustrates an amended loading chart. If the existing loading chart should differ significantly from this illustration, advice must be obtained from the CAA prior to amendment. This Directive hereby authorises the Operator to make an entry in the aircraft Log Book, quoting the AD number, and this entry must be made when the loading chart has been amended in accordance with these instructions.



NOTE: This requirement was previously issued under CAA Letter Reference 9/92/LTO/1 dated 16 August 1976.

CAAAD No: 015-11-80

Associated Material: R F Saywell SB RFS/AUS/3

Description: Inspection of Bendix brake back plates.

Applicability – Compliance – Requirement

Applicable to all aircraft fitted with Bendix mechanical brakes. INSPECT in accordance with Service Bulletin at next 50 hour inspection and thereafter at each 100 flight hour or Annual Inspection whichever is the sooner.