

Airworthiness Directive Schedule

Aeroplanes

Pacific Aerospace Fletcher FU24 Series

28 July 2016

- Notes** 1. This AD schedule is applicable to Fletcher FU24 series aircraft manufactured under the following New Zealand Type Certificates:

Model:	Type Certificate:	Manufacturer:
FU24	NZ TC No. A-3 PT 1	Pacific Aerospace Limited. (formerly Pacific Aerospace Corporation, formerly NZ Aerospace Industries Ltd, formerly Airparts NZ Ltd.)
FU24A	NZ TC No. A-3 PT 1	Pacific Aerospace Limited. (formerly Pacific Aerospace Corporation, formerly NZ Aerospace Industries Ltd, formerly Airparts NZ Ltd.)
FU24-950	NZ TC No. A-3 PT 2	Pacific Aerospace Limited. (formerly Pacific Aerospace Corporation, formerly NZ Aerospace Industries Ltd, formerly Airparts NZ Ltd.)
FU24A-950	NZ TC No. A-3 PT 2	Pacific Aerospace Limited. (formerly Pacific Aerospace Corporation, formerly NZ Aerospace Industries Ltd, formerly Airparts NZ Ltd.)
FU24-954	NZ TC No. A-3 PT 2	Pacific Aerospace Limited. (formerly Pacific Aerospace Corporation, formerly NZ Aerospace Industries Ltd, formerly Airparts NZ Ltd.)
FU24A-954	NZ TC No. A-3 PT 2	Pacific Aerospace Limited. (formerly Pacific Aerospace Corporation, formerly NZ Aerospace Industries Ltd, formerly Airparts NZ Ltd.)

2. The date above indicates the amendment date of this schedule.
3. New or amended ADs are shown with an asterisk *

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- DCA/FU24/116 Nose Cowl - Modification**
Applicability: All model FU24 fitted with P/N 248126 cowl installation
Requirement: Aero Engine Services Ltd Mod. AES 2
Compliance: By 31 March 1957
- DCA/FU24/117 Fuel Tank Vent System - Modification**
Applicability: All model FU24
Requirement: James Aviation Ltd Mod. JA-FU24-M69 issue 2
Compliance: By 31 March 1958
- DCA/FU24/118 Auxiliary Fuel Pump Switch - Modification**
Applicability: All model FU24
Requirement: The switch must be so positioned that it can be operated by the pilot when fully restrained by the shoulder harness. Alternatively a duplicate switch may be installed in a similarly accessible position.
Circuit overload protection must be maintained.
Compliance: By 1 November 1960
- DCA/FU24/119 Cable Inspection Access - Modification**
Applicability: All model FU24
Requirement: Fletcher Aircraft Corporation SB 1 June 61-1
Compliance: By 31 August 1961
- DCA/FU24/120 Elevator Pulley Guard - Modification**
Applicability: All model FU24
Requirement: Tasman Empire Airways Ltd Mod. T4S 124
Compliance: Next periodic inspection
Effective Date: 30 April 1962
- DCA/FU24/121 Elevator Control Horn Attachment Fittings - Modification**
Applicability: All model FU24
Requirement: Tasman Empire Airways Ltd Mod. T4S 117
Compliance: Next periodic inspection
Effective Date: 30 April 1972
- DCA/FU24/122 Cancelled: DCA/FU24/154 refers**

- DCA/FU24/123 Corrosion of Pipes - Inspection**
- Applicability:** All model FU24
- Requirement:** Cases have been reported of corrosion of fuel and hydraulic lines which in some instances allowed fluid to leak into the cockpit. All pipes must be inspected and any found defective renewed.
- Compliance:** At intervals not to exceed 100 hours TIS.
- Effective Date:** 31 March 1958
- DCA/FU24/124 Aileron Mass Balance Weight Arm - Inspection**
- Applicability:** Model FU24 prior to S/N 120
- Requirement:** Inspect unmodified aileron mass balance arms P/N 241508 for cracking at the welded right angle joint. Unmodified balance arms can be identified by the lead weight which measures 2.8 x 6 x 2 inches, as compared with modified parts, the lead weight of which measures 2.26 x 5.03 x 2 inches. Renew defective parts before flight.
- Compliance:** At intervals not exceeding 100 hours TIS but may be discontinued when Fletcher Aircraft Corporation EO 698 or approved equivalent is embodied
- Effective Date:** 31 March 1958
- DCA/FU24/125 Main Undercarriage Leg Torque Link Attachment Fittings - Inspection**
- Applicability:** All model FU24
- Requirement:** Cracks have been occurring across the base of the lugs on upper and lower torque link attachment fittings, (upper lug P/N 245106 and axle socket P/N 245101). Inspect the torque link attachments for cracks and renew parts found defective.
- Compliance:** At intervals not exceeding 100 hours TIS
- Effective Date:** 30 April 1962
- DCA/FU24/126 Steering Torque Tube - Plug - Modification**
- Applicability:** All model FU24
- Requirement:** Fletcher Aircraft Corporation EO 314
- Compliance:** Next periodic inspection
- Effective Date:** 31 March 1958
- DCA/FU24/127A Steering Torque Tube - Inspection**
- Applicability:** Model FU24, all series
- Requirement:** Visually inspect steering torque tube for cracks. Renew any parts found defective before further flight.
- Compliance:** At intervals not exceeding 100 hours TIS
- Effective Date:** DCA/FU24/127 - 31 March 1958
DCA/FU24/127A - 7 June 1996

- DCA/FU24/129 Fuselage Skin Panels - Inspection**
- Applicability:** All model FU24
- Requirement:** Cases have been reported of fuselage skin panels in the vicinity of Station 240 cracking. Inspect the panel lap joints parallel and adjacent to the rivet runs attaching the panel to the former at Station 240 for cracks. Cracked panels must be repaired or renewed.
- Compliance:** At intervals not exceeding 100 hours TIS
- Effective Date:** 31 March 1958
- DCA/FU24/132 Fuel Sump - Inspection**
- Applicability:** All model FU24
- Requirement:** To prevent corrosion of fuel sump P/N 244810, regular cleaning and draining is essential. Remove sump tank and inspect internal and external surfaces for corrosion. Remove any corrosion found and protect all surfaces of tank.
- Compliance:** Within the next 1000 hours TIS and thereafter at intervals not exceeding 1000 hours TIS or 2 years, whichever is the sooner
- Effective Date:** 31 October 1959
- DCA/FU24/133 Cancelled – Applicable to Vertical Stabiliser Assembly P/N 242340 (DCA/FU24/178 refers)**
- Effective Date:** 30 October 2010
- DCA/FU24/134 Rudder Lower Rib - Inspection**
- Applicability:** All model FU24
- Requirement:** Detach torque tube from rudder and examine rudder lower rib assembly, P/N 242406 for corrosion and cracks. All defective parts must be renewed.
- Compliance:** At the next periodic inspection and thereafter annually
- Effective Date:** 31 October 1958
- DCA/FU24/135 Elevator Trim Control Arm and Bracket - Inspection**
- Applicability:** Model FU24 prior to S/N 120
- Requirement:** The following inspection is to be carried out:
1. Examine elevator trim tab control arm P/N 242532, and control arm brackets, P/N 242230, for cracking and check security of brackets to the trim tab and control arm.
 2. Examine arm and brackets for corrosion, particularly inside the arm and where protective treatment has been damaged.
 3. Check tab operating mechanism for ease of operation.
- Compliance:** At intervals not exceeding 100 hours TIS, until steel bracket P/N 242230 or approved equivalent is fitted
- Effective Date:** 28 February 1960

DCA/FU24/136 Elevator Hinge and Attachment Fittings - Inspection

- Applicability:** Model FU24 with elevator and hinge fittings P/N 243008 and 242220
- Requirement:** Cracks have occurred between rivet holes in the transverse flange of elevator attachment fittings P/N 243008 and between bolt holes in hinge fittings P/N 242220.
Inspect elevator attachment and hinge fittings for cracks and corrosion.
Any defective parts must be renewed.
- Compliance:** At the next periodic inspection and thereafter annually
- Effective Date:** 31 May 1959

DCA/FU24/137B Main Wheel Axles - Inspection

- Applicability:** All model FU24, FU24A, -950, -950M and -954
- Requirement:** Inspect axles P/N 245104 (Goodrich wheel installation) and 245145 (Cleveland wheel installation) for cracks using magnetic particle method
- Compliance:** For axles P/N 245104:
At 2000 hours TTIS and thereafter at intervals not exceeding 200 hours TIS.
For axles P/N 245145 (flange outboard corner radius less than 0.060 inch):
At 300 hours TTIS and thereafter at intervals not to exceed 100 hours TIS.
For axles P/N 245145 (0.060 inch corner radius):
At 500 hours TTIS or within next 100 hours TIS whichever is the later, and thereafter at intervals not to exceed 500 hours TIS.
- Effective Date:** DCA/FU24/137A - 30 September 1983
DCA/FU24/137B - 6 April 1984

DCA/FU24/138 Improved Air Filtering System - Modification

- Applicability:** Model FU24 with Continental IO-520-F engines and which do not have Air Parts Ltd Mod. AP11 embodied
- Requirement:** Air Parts Ltd SB AP12
- Compliance:** By 1 May 1967

DCA/FU24/139 4-Ply Tyres - Inspection

- Applicability:** Model FU24 S/N 120 and later
- Requirement:** Tyres are to be inspected for condition and any which indicate signs of radial cracking, deep cuts or cord rupture are to be renewed.
- Compliance:** Daily
May be discontinued when 6-Ply tyres are fitted or when Dunlop 850-6 4-Ply tyres (P/N DR3765) or Goodyear 850-6, 4-Ply tyres (P/N GA1293) are fitted
- Effective Date:** 31 December 1968

DCA/FU24/140 Hopper - Design Structural Hopper Load of 1850 lbs

Applicability: Model FU24 S/N 120 and later
Requirement: Air Parts Ltd SB AP14 Part B only
Compliance: Before re-certification
Effective Date: 31 March 1967

DCA/FU24/141 Hopper - Design Structural Hopper Load of 2140 lbs

Applicability: Model FU24 S/N 120 and later
Requirement: Air Parts SB AP14 Parts A and B
Compliance: Before re-certification
Effective Date: 31 March 1967

DCA/FU24/142A Nose Landing Gear - Inspection

Applicability: All model FU24 fitted with Nose Landing Gear Installation to drawing 248157
Requirement: Remove bearing block assembly P/N 245257 and inspect end fitting P/N 245253, which is attached to lower end of post assembly (P/N 245259), for cracks. Renew any parts found defective.
Compliance: By 1000 hours TIS and thereafter at intervals not exceeding 500 hours TIS
Effective Date: 31 December 1968

DCA/FU24/143 Wing Spar Attachment Fittings - Inspection

Applicability: All model FU24 with wing attachment fittings P/N 241108 and 241305
Requirement: Remove lower attachment bolts at inner/outer wing spar joint and using a dye penetrant method, inspect attachment fittings P/N 241108 and P/N 241305 for cracks, paying particular attention to area surrounding bolt holes.
Compliance: Fittings with over 8900 hour TIS within the next 100 hours TIS and thereafter at intervals not exceeding 200 hours TIS
Effective Date: 31 December 1969

DCA/FU24/144 Throttle Control - Modification

Applicability: Model FU24 S/N 1 through 155 and JAL/FU/1, 4, 5 and 6
Requirement: James Aviation Ltd Mod. JA-FU24-M142
Compliance: By 1 April 1970
Effective Date: 31 January 1970

- DCA/FU24/145 Mainplane, Lower Main Spar - Modification**
Applicability: Model FU24 S/N 1 through 155, ADL-01, AP FU-1 and JAL/FU/1, 4, 5 and 6
Requirement: Air Parts SB AP59
Compliance: As detailed
Effective Date: 31 July 1970
- DCA/FU24/146 Main Landing Gear Lower Torque Link - Modification**
Applicability: Model FU24 S/N 139 through 155
Requirement: Air Parts SB AP61
Compliance: By 31 May 1971
Effective Date: 31 March 1971
- DCA/FU24/147 Cockpit Ventilators - Modification**
Applicability: All model FU24-950 and -950M series with Air Parts Ltd Mod. AP23 or other similarly located cockpit ventilator
Requirement: To prevent carbon monoxide contamination blank-off cockpit ventilators located approximately 6.5 inches forward of frame P/N 243248 and 5 inches vertically above longeron P/N 243058.
Compliance: Before further flight
Effective Date: 30 April 1971
- DCA/FU24/149 Spinner Removal - Modification**
Applicability: All model FU24-950 and -950M series
Requirement: To avoid in flight failure due to cracking, remove spinner and do not refit until Air Parts Ltd mod AP79 has been embodied.
Compliance: Within the next 5 hours TIS
Effective Date: 30 June 1971
- DCA/FU24/151 Cylinder-Head Baffle - Modification**
Applicability: All model FU24 fitted with Continental IO-520-F engines
Requirement: Air Parts Ltd SB AP54
Compliance: By 31 March 1972

- DCA/FU24/152 Fuel Drain System - Modification**
Applicability: All model FU24-950 and -950M series
Requirement: Air Parts Ltd SB AP90
Compliance: Within the next 10 hours TIS
Effective Date: 31 July 1972
- DCA/FU24/154 Electrical Fuel Gauges - Modification**
Applicability: Model FU24 prior to S/N 167
Requirement: Air Parts Ltd Mod. AP48
Compliance: By 31 December 1974
- DCA/FU24/156 Brake Torque Plates - Modification**
Applicability: Model FU24, FU24-950 and -950M series prior to SN 172 with Cleveland wheels and brakes
Requirement: Air Parts Ltd SB AP101
Compliance: By 31 May 1973
Effective Date: 31 December 1972
- DCA/FU24/157 Fuel Line and Fuel Cock - Modification**
Applicability: Model FU24-950, -950M and FU24A-950, -950M prior to S/N 192
Requirement: Modify per Aerospace SB ASB/FU/003
Compliance: By 30 September 1974
Effective Date: 15 August 1974
- DCA/FU24/158 Tailplane Mass Balance Weight and Control Horn - Inspection and Modification**
Applicability: All model FU24, FU24A, -950 and -950M
Requirement: Inspect and modify per Aerospace SB ASB/FU/005
Compliance: By 31 May 1975
- DCA/FU24/159 Centre Wing Outboard Rear Fitting - Inspection and Modification**
Applicability: Model FU24-950 series prior to S/N 189
Requirement: Inspect and modify per Aerospace SB ASB/FU/018
Compliance: Within the next 100 hours TIS unless already accomplished
Effective Date: 31 May 1976

- DCA/FU24/160** **Control Column Grip - Inspection**
Applicability: All model FU24, FU24A, -950 and -950M with grip P/N 242657
Requirement: Inspect per Aerospace SB ASB/FU/022
Compliance: Part A - Before further flight unless already accomplished
Part B - Within next 100 hours TIS
Effective Date: 31 May 1976
- DCA/FU24/161A** **Cancelled – DCA/FU24/172 refers**
- DCA/FU24/162A** **Fuel Quantity Placard - Modification**
Applicability: All model FU24, FU24A, -950, -950M except those with Aerospace mods AI/FU/0020 or AI/FU/0061 embodied
Requirement: Affix following placard on instrument panel adjacent to fuel gauges:
"DO NOT OPERATE WITH INDICATED FUEL QUANTITY LESS THAN 1/4 IN LEADING EDGE TANKS"
Compliance: Within the next 100 hours TIS
Effective Date: DCA/FU24/162 - 24 December 1976
DCA/FU24/162A - 12 January 1979
- DCA/FU24/163A** **Cancelled – DCA/FU24/172 refers**
- DCA/FU24/164** **Flap Control Torque Tube - Inspection**
Applicability: All model FU24, FU24A, -950, -950M, -954 and Fletcher 1060
Requirement: Inspect per Aerospace SB ASB/FU/033
Compliance: At intervals not exceeding 100 hours TIS
Effective Date: 5 August 1977
- DCA/FU24/165** **Magneto Switch Installation - Inspection and Modification**
Applicability: Model FU24-950, -950M and FU24A-950, -950M prior to S/N 218 except 212
Requirement: Inspect and modify per Aerospace SB ASB/FU/041
Compliance: Inspection - within the next 100 hours TIS
Modification - within the next 100 hours TIS following inspection
Effective Date: 17 March 1978

DCA/FU24/166 Fuel Tank Vent System - Modification

Applicability: Model FU24-950 S/N 201, 202, 204, 205, 206, 207, 208, 210 and 211
Requirement: Install collector tank vent per Aerospace SB ASB/FU/050
Compliance: Within the next 25 hours TIS unless already accomplished
Effective Date: 12 January 1979

DCA/FU24/167 Inertia Reel Installation - Placard and Modification

Applicability: Model FU24A, FU24A-950, FU24A-950M S/N 115, 133, 161, 164, 178, 201, 209, 211, 219, 229, 240, 246 and JAL/FU/5
Requirement: Until modified per NZ Aerospace Industries Ltd SB ASB/FU/055, in full view of occupant of each seat fitted with inertia reel harness affix a placard which reads:
 "INERTIA REEL MUST BE KEPT LOCKED MANUALLY AT ALL TIMES"
Compliance: Before further flight
Effective Date: 3 May 1979
Note: Requirement notified to registered owners on effective date

DCA/FU24/168 Fuel System - Modification and Inspection

Applicability: All model FU24, FU24A, -950, -950M and -954
Requirement:

1. Fit fuel tank outlet filters per Aerospace SB ASB/FU/066 Rev 1.
2. Inspect filters through fuel tank apertures for contamination and clean as necessary.
3. Remove filter and clean.

Compliance:

1. By 30 June 1980.
2. At intervals not exceeding 100 hours TIS.
3. At intervals not exceeding 12 months.

Effective Date: 18 April 1980

DCA/FU24/169 Engine Controls - Inspection and Modification

Applicability: FU24-954 and FU24A-954 S/N 258 through 274 except S/N 262, 269 and 270. Also any FU24-950, -950M FU24A-950, -950M with revised cowlings per Mod. AI/FU/0081 embodied
Requirement:

1. Inspect ball and socket joints P/N 242997 at engine end of throttle and mixture controls for wear/damage, and check smooth operation of controls over full travel range.
 Rectify any defects found before further flight.
2. Modify per Aerospace SB ASB/FU/069.

Compliance:

Inspection - Within the next 10 hours TIS and thereafter at intervals not exceeding 50 hours TIS until modified

Modification - Within the next 100 hours TIS

Effective Date: 11 April 1980
Note: Requirement notified to registered owners on effective date

DCA/FU24/170A Engine Control Cables - Inspection and Removal

Applicability: All model FU24-950, -950M, FU24A-950, -950M, FU24-954 and FU24A-954 with teleflex type engine control cables P/N 241624-1 or -2

Requirement: Inspect cables and remove from service per Aerospace SB ASB/FU/075

Compliance: Inspection - Within the next 5 hours TIS, unless already accomplished.

Removal - Before further flight if controls found stiff to operate or inspection reveals bend radius less than 8 inches. Renew cables at intervals not exceeding 250 hours TIS until Mod. AI/FU/0171 or Mod. AI/FU/0163 embodied.

Effective Date: DCA/FU24/170 - 29 May 1981
DCA/FU24/170A - 8 June 1981

Note: Requirement notified to registered owners on effective date

DCA/FU24/171 Compass Installation - Modification

Applicability: All model FU24, FU24A, -950, -950M, and -954 with compass on stand-off mounting bracket as depicted in Pacific Aerospace Corporation PACSB/FU/080

Requirement: To improve pilot protection under emergency landing conditions, relocate compass per PACSB/FU/080

Compliance: By 30 September 1983

Effective Date: 27 May 1983

DCA/FU24/172 Cancelled – Applicable to Vertical Stabiliser Assembly P/N 242340 (DCA/FU24/178 refers)

Effective Date: 30 October 2010

DCA/FU24/173 Cancelled – Applicable to Vertical Stabiliser Assembly P/N 242340 (DCA/FU24/178 refers)

Effective Date: 30 October 2010

DCA/FU24/174 Aileron Control Cables - Inspection

Applicability: All Model FU24.

Requirement: To detect fraying of the aileron control cable where it passes through the wing rib fairleads, inspect as follows:

1. Remove aileron balance cables P/N 242671, 242672 and both LH and RH aileron cables P/Ns 242597, in accordance with Maintenance Manual Chapter 27 Section 2, vii. Inspect cables using the acceptance criteria of FAA AC 43-13-1B Chapter 7 Section 8. Replace unserviceable cables before further flight.

(NZ Occurrence 04/2760 refers)

Compliance: Within 150 Hours TIS.

Effective Date: 30 September 2004

DCA/FU24/175 Main Spar Web - Inspection

Applicability: All model FU24 fitted with turbine engines.

Requirement: To prevent fatigue damage from compromising the structural integrity of the wing, accomplish the following:

1. Remove underwing access panels, wing to fuselage fairings and leading edge intertank fairings to access main spar web.
2. Visually inspect main spar web between outer wing attachment and as far inboard of the fuselage attach fitting as it is possible via the underwing access points, for signs of damage as follows:
 - a. Buckling or creasing of the web panels
 - b. Cracking of the web, caps or stiffeners. Cracking may particularly occur in the bend radii of stiffeners near the upper and lower ends of the stiffeners (both integral and riveted web stiffeners).
 - c. Fastener distress. Inspect web to cap and web to stiffener rivets and fasteners for distortion, missing heads, looseness or other signs of distress.
3. Repair any damage found before further flight.
4. Report findings (including nil damage) to the CAA, using attached form.

Compliance: Within 100 hours TIS, or by 30 November 2004 whichever occurs first.

Effective Date: 15 October 2004

DCA/FU24/176C Cancelled – Applicable to Vertical Stabiliser Assembly P/N 242340 (DCA/FU24/178 refers)

Effective Date: 30 October 2010

DCA/FU24/177 Aileron Pushrods – Inspection and Rivet Replacement

Applicability: Model FU24 aircraft fitted with aileron push-pull rods P/N 08-24015-1 in accordance with modification PAC/FU/0340.

Requirement: To prevent loosening of the rivets securing the threaded insert in the ends of the aileron pushrods, inspect the pushrod ends per Pacific Aerospace Corporation Service Bulletin (SB) No. PACSB/FU/091 issue 2.

If there is any detectable play between the pushrod and the insert or evidence of working rivets, replace the rivets per SB No. PACSB/FU/091, before further flight.

(Pacific Aerospace Limited SB No. PACSB/FU/091 refers)

Compliance: Inspect within 50 hours TIS and thereafter at intervals not to exceed 150 hours TIS.

Effective Date: 29 November 2007

DCA/FU24/178B Vertical Stabiliser – Replacement

Applicability: All model FU24 series aircraft, unless fitted with vertical stabiliser P/N 08-32005-2.

Note: DCA/FU24/178B revised to introduce Pacific Aerospace Limited Mandatory SB No. PACSB/FU/094 issue 4 dated 6 August 2015 with no change to the AD requirement. No action required for those aircraft in compliance with DCA/FU24/178 or DCA/FU24/178A. Vertical stabiliser P/N 08-32005-2 is installed by modification PAC/FU/0345.

Requirement: To prevent possible in-flight failure of the vertical stabilizer which can result in loss of aircraft control, accomplish the following:

Replace the vertical stabiliser with P/N 08-32005-2 by accomplishing modification PAC/FU/0345 per the instructions in Pacific Aerospace Limited Mandatory SB No. PACSB/FU/094 issue 1 dated 14 August 2008, or issue 2 dated 14 September 2011, or issue 4 dated 6 August 2015, the FU24-950 Series Maintenance Manual and PAL drawing No. 242356.

Compliance: By 30 October 2010 (the compliance date for DCA/FU24/178)

Effective Date: DCA/FU24/178 - 30 April 2009
DCA/FU24/178A - 26 April 2012
DCA/FU24/178B - 27 August 2015

DCA/FU24/179 Cancelled – DCA/FU24/182 refers

Effective Date: 25 October 2012

DCA/FU24/180 Hopper Lid Installations – Mod Approval and Conformity Inspection

Applicability: All Fletcher FU24 series aircraft fitted with a hopper lid.

Note 1: Investigation of a recent Cresco 08-600 accident identified a risk of the hopper lid interfering with the opening of the canopy in the event of an emergency landing. The pilot was prevented from opening the canopy by the hopper lid in the fully forward open position. This AD is issued due to the fact that the hopper lid installation on the accident aircraft was an unapproved modification and the Fletcher FU24 hopper lid installation is a similar design to the Cresco 08-600.

Requirement: To prevent an unforeseen hopper lid hazard resulting in interference or restriction to the opening of the canopy in the event of an emergency landing, accomplish the following:

- Review the aircraft records and determine that the hopper lid modification has been correctly recorded and certified for release to service, and that the applicable approved technical data is referenced.
- If the hopper lid modification is an approved design, accomplish a conformity inspection and determine that the hopper lid modification conforms to the applicable approved technical data.
- If the hopper lid modification is not an approved design, remove the hopper lid installation before further flight.

Note 2: The basic hopper installation for the Fletcher FU24 aircraft does not include a hopper lid due to the canopy sliding partly over the hopper inlet. A separate approval must be obtained to install a hopper lid.

(Occurrence 11/2478 refers)

Compliance: Within the next 150 hours TIS, or the next scheduled maintenance inspection, or by 30 September 2011 whichever occurs sooner.

Effective Date: 28 July 2011

DCA/FU24/181 Horizontal Stabiliser Electric Trim System – Installation

Applicability: All turbine powered FU24 series aircraft with a Standard Category Airworthiness Certificate.

Requirement: Because of the wide trim range required during aircraft operation, an approved electric trim system must be installed. Accomplish the following:

1. Install an approved electrically operated pitch trim system.
2. If the electric trim system becomes inoperative, the aircraft may continue to be operated for a maximum of 3 days while it is repaired. The manual trim system must be serviceable and extra care must be taken to ensure correct trim is set before takeoff. Install a warning placard on the instrument panel while the electric trim is inoperative in clear view of the pilot with the following text:

Electric Trim Inoperative

CAUTION:

**Before take-off ensure the trim is
in the TAKE-OFF POSITION.**

(NZ occurrence 10/3403 refers)

Compliance:

1. By 26 August 2012 unless already accomplished.
2. From 26 August 2012.

Effective Date: 26 July 2012

DCA/FU24/182 Standard Category Aircraft – Parachuting Operations

Applicability: All turbine powered FU24 series aircraft with a Standard Category Airworthiness Certificate and used for parachuting operations.

Note 1: DCA/FU24/182 supersedes the requirements in DCA/FU24/179.

Requirement: To prevent operation outside of the C of G envelope which can result in loss of aircraft control, accomplish the following:

1. For every parachuting flight accomplish the following:
 - a. A weight and balance calculation is performed to establish that the aircraft C of G will remain within AFM limits for the duration of the flight, and
 - b. The calculation uses actual weights for all occupants and their equipment, and
 - c. A record of the C of G determination is kept for each parachuting operation.
2. Add fuselage station markings in the cabin of the aircraft to aid in determining weight and balance positions in accordance with acceptable technical data. Insert a Flight Manual Supplement specifically approved for parachuting operations for the aircraft, which must contain detailed information for determining the weight and balance of the aircraft. The operator must ensure that aircraft crew are aware of the AFM Supplement.

Note 2: CAA approved AFM supplement AIR 2672-FMS-P1 for the FU24 series aircraft with STC 98/21E/15 embodied and CAA approved AFM supplement AIR 2817-FMS-P1 for FU24 series aircraft with STC 3/21E/1 embodied are an acceptable means to comply with requirement 2 of this AD.

Note 3: Copies of the CAA approved AFM supplements can be obtained from flight.manuals@caa.govt.nz

Note 4: Requirement 1 of this AD may be accomplished by adding the weight and balance calculation requirement for every parachuting flight to the tech log.
(NZ Occurrence 10/3403 refers)

Compliance:

1. From 11 September 2012 (the effective date of DCA/FU24/179).
2. By 25 November 2012.

Effective Date: 25 October 2012

DCA/FU24/183 Control Column – Inspection

Applicability: All FU24 and FU24A series aircraft fitted with control column P/N 08-45031/32.

Note: This AD requires an inspection of the control column for mechanical damage, deformation and cracks per Pacific Aerospace Limited (PAL) Mandatory Service Bulletin (MSB) No. PACSB/FU/095 issue 2 dated 28 May 2014.

Requirement: To prevent failure of the control column due to possible mechanical damage or deformation which could result in cracks, inspect the control column per Pacific Aerospace Limited (PAL) Mandatory Service Bulletin (MSB) No. PACSB/FU/095 issue 2 dated 28 May 2014.

If no mechanical damage or deformation is found, no further action is required.
If any cracks are found, replace the control column per PACSB/FU/095 before further flight.

If any mechanical damage or deformation is found, accomplish the NDT inspection of the control column per PACSB/FU/095. If any cracks are found, replace the control column per PACSB/FU/095 before further flight. If no cracks are found accomplish a NDT inspection at intervals not to exceed 50 hours TIS until replacement. Replace the control column at the next maintenance inspection or within the next 150 hours TIS, whichever is the later.

(Occurrence No 12/1784 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 29 May 2014

*** DCA/FU24/184 Elevator Torque Tube – Inspection**

Applicability: All FU24 and FU24A series aircraft fitted with an elevator torque tube P/N 242837, P/N 242527, P/N 242835 or P/N 242646.

Requirement: To prevent failure of the elevator torque tube due to possible fatigue, which could result in cracks, and loss of elevator and aileron control, carry out the following:

Accomplish a detailed visual inspection of the elevator torque tube. If any defects are found which indicate a possible crack, accomplish a NDT inspection.

If any cracks are found, replace the elevator torque tube per the instructions in the applicable Fletcher FU24 Maintenance Manual (MM).

A weld repair may be considered as a temporary solution until a replacement elevator torque tube is available. If a weld repair is considered, contact Pacific Aerospace for an approved repair scheme.

If the elevator torque tube is weld repaired, then accomplish a visual inspection on the repaired tube at intervals not to exceed 25 hours TIS until replacement.

If the elevator torque tube has previously been weld repaired (i.e. before the effective date of this AD), and the weld repair was not accomplished per an approved repair scheme, replace before further flight, or contact Pacific Aerospace for an approved repair scheme.

(Occurrence 16/3217 and 16/3348 refer)

- Note 1:** If any restriction in the elevator/aileron flight control system is experienced, accomplish the requirements of this AD before further flight.
- Note 2:** A detailed visual inspection is an examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good light at an intensity deemed appropriate. Inspection aids such as mirrors, a magnifying glass, etc. may be necessary. Surface cleaning and disassembly to gain access may also be required.
- Note 3:** The repetitive inspection requirements for the control column/elevator torque tube are specified in chapter 05 of the applicable Fletcher FU24 MM.
- Compliance:** Within the next 25 hours TIS.
- Effective Date:** 7 July 2016