
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Lockheed P2V (SP-2H) Series Aeroplanes

AD/P2V/1	Wing Lower Surface Between Fuselage and Inboard Engine Nacelle	13/2002 DM
-----------------	---	-------------------

Applicability: All Model P2V-7 (SP-2H) aircraft.

Requirement: 1. Accomplish a dye penetrant inspection to detect cracks on the left and right lower wing surfaces between the fuselage and inboard engine nacelle at the following locations:

- On the external surface within 3 inches from the edge of all access holes.
- On the internal surface or doubler within 1 inch from the edge of all access holes.

Ensure that the surfaces are thoroughly cleaned and dried before doing the dye penetrant inspection, and free of contaminants, paint, and other coatings that could prevent dye penetrant from entering discontinuities.

- Accomplish a detailed visual inspection to detect cracks of the areas adjacent to those identified in Requirements 1.a. and 1.b.
- Accomplish a detailed visual inspection to detect cracks of the surface around all access holes located on the left and right external lower wing surface between the fuselage and inboard engine nacelle, and adjacent areas.

If any crack is detected during any inspection required by this Directive, before further flight, repair in accordance with a method approved by the Manager, Denver Aircraft Certification Office, FAA, USA.

Note: FAA AD 2002-19-13 Amdt 39-12893.

Compliance: Requirements 1 and 2: For aircraft on which a repair has been done to correct cracking on the lower wing surface between the fuselage and the inboard engine nacelle, accomplish at the following compliance times:

Within 50 flight cycles after 6 November 2002, and thereafter at intervals not to exceed 50 flight cycles.

Lockheed P2V (SP-2H) Series Aeroplanes

AD/P2V/1 (continued)

Requirements 1 and 2: For aircraft on which a repair has NOT been done to correct cracking on the lower wing surface between the fuselage and the inboard engine nacelle, accomplish at the following compliance times:

Within 5 days after 6 November 2002, and thereafter at intervals not to exceed 50 flight cycles.

Requirement 3: For all aircraft, accomplish at following compliance times:

Within 5 days after 6 November 2002, and thereafter at intervals not to exceed 5 flight cycles.

This Airworthiness Directive becomes effective on 6 November 2002.

Background: The FAA requires certain actions to detect and correct stress-related cracking on the lower wing surfaces, which could result in structural failure of the wings and consequent loss of control of the aircraft.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

1 November 2002