

British Aerospace (Scottish Aviation) Twin Pioneer Series Aeroplanes

AD/SA-TP/22
Amdt 2

Main Lift Strut

2/98

Applicability: All models

Requirement: The requirements of Scottish Aviation Technical News Sheet 42 Issue 3:

1. Visually inspect the underside of the strut in the region 6 inches (150 mm) on each side of the central stabiliser attachment, especially at bolt heads and adjacent fairing rivets.
2. Visually inspect, using a 10x magnifying glass, the surface of the strut in the region 8 inches (200 mm) on each side of the central stabiliser attachment ; especially on the lower surface near bolt heads and adjacent fairing rivets.
3. Visually inspect, using a 10x magnifying glass:
 - a. The surface of the strut in the region 8 inches (200 mm) on each side of the central stabiliser attachment, especially on the lower surface near bolt heads and adjacent fairing rivets.
 - b. The upper and lower ends of the strut and stabilising strut, especially around the bolt heads of the attachment fittings.

For the Requirement 2 and 3 inspections, the preparation before the inspections, and the restoration after the inspections, is to be accomplished in accordance with Scottish Aviation Technical News Sheet 42 Issue 3.

Note: This Directive shall be entered on the Maintenance Release as maintenance required. The visual inspection required by Requirement 1 may be performed by the pilot in command, in which case certification is to be made by entering AD/SA-TP/22 Amdt 2 against the Daily Inspection certification of the Maintenance Release. A copy of this Directive is to be kept in the aircraft.

- Compliance:
1. At each daily inspection.
 2. At intervals not to exceed 50 hours time in service or 31 days, whichever occurs first.
 3. At intervals not to exceed 100 hours time in service.

The compliance of the previous issue is changed by this issue.

This amendment becomes effective on 29 January 1998.

Background: This Directive is amended to amendment 2 status to introduce the requirements of Issue 3 of the requirement document.

Amendment 1 of this airworthiness directive became effective on 4 July 1966.

The original issue of this airworthiness directive became effective in April 1962.