
Issued by the Civil Aviation Authority of New Zealand in accordance with section 72I(3A) of the Civil Aviation Act. An Airworthiness Directive (AD) contains regulatory information which is mandatory. An operator of an aircraft must not operate the aircraft unless the operator complies with every applicable AD issued by the Director in accordance with section 72I(3A) of the Civil Aviation Act. An AD is issued where the Director believes on reasonable grounds that an unsafe condition exists in an aircraft or aeronautical product.

DCA/CRESCO/17 Hopper Lid Installations – Mod Approval and Conformity Inspection

Applicability: All Cresco 08-600 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 prompted by the fact that the hopper lid installation on the accident aircraft was an unapproved modification.

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 in accordance with PAL drawing 08-90001 for the Cresco 08-600 aircraft does not include a hopper lid. 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

Background: 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 prompted by the fact that the hopper lid installation on the accident aircraft was an unapproved modification.



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28 July 2011