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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.

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### DCA/CRESCO/5C Rudder Top Hinge – Inspection and Modification

**Applicability:** Cresco 08-600 aircraft series not embodied with Pacific Aerospace Modification PAC/CR/0427 per PACSB/CR/034 dated 25 February 2004.

**Note:** DCA/CRESCO/5C - The repetitive inspection interval extended from 100 hours TIS to 150 hours TIS to align with the manufacturer maintenance program. No AD action required if the aircraft is embodied with modification PAC/CR/0427.  
DCA/CRESCO/5B - The applicability of this AD revised to exclude those aircraft embodied with Pacific Aerospace Modification PAC/CR/0427.

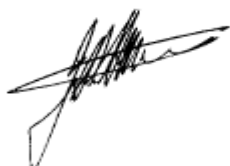
**Requirement:** To prevent cracks and damage to the rudder top hinge that may restrict rudder control and cause loss of aircraft control, accomplish the following:

Perform a close visual inspection of the rudder top hinge. Cycle rudder between control stops and inspect upper rib for cracks around the two rivets that retain the hinge bolt nut plate. Refer items 32 & 33, IPC chapter 27 figure 5. Apply longitudinal and lateral loads to rudder; ensure no radial freeplay is present. If any cracks, damage or excessive freeplay is detected, repair or replace the rudder before further flight.

**Compliance:** Within the next 150 hours TIS unless previously accomplished and thereafter at intervals not to exceed 150 hours TIS.

**Effective Date:** DCA/CRESCO/5A - 25 March 2004  
DCA/CRESCO/5B - 24 June 2010  
DCA/CRESCO/5C - 26 May 2011

**Background:** The repetitive inspection interval extended from 100 hours TIS to 150 hours TIS to align with the manufacturer maintenance program.



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Delegate of the Civil Aviation Authority of New Zealand*

26 May 2011