
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/CT4/9 Wing Rear Spar – Inspection

Applicability: Pacific Aerospace CT/4B aircraft, all S/N.

Requirement: To prevent wing failure due to a possible crack in the rear spar, accomplish a detailed visual inspection of the rear spar area on both wings.

Inspect for condition, cracks and defects with the flaps selected in the DOWN position. Pay particular attention to the inboard area of the rear spar where the wing fitting ends.

If any defects are found, accomplish approved corrective actions before further flight.

Note 1: A detailed visual inspection is an intensive examination of a specific item/part, or an installation, or an assembly to detect damage, failure or irregularity. Available lighting should be supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as a mirror and a magnifying glass may be necessary. Surface cleaning may be required.

Note 2: If any defects are found during the accomplishment of the requirements of this AD, complete a CA005 Defect Report form and submit the completed form to the CAA of New Zealand (CAANZ) at CA005@caa.govt.nz, or report defects found via the online reporting system available at <https://occurrences.caa.govt.nz/ProdUI/>. Please include all findings and any other relevant technical information. A CA005D Defect Report form can be obtained from <https://www.aviation.govt.nz/about-us/forms/Filter/?SearchTerm=&Rule=8>

Note 3: General visual inspection instructions for the wing rear spar area are provided in the manufacturer maintenance schedule, Chapter 05, Page 23 of Pacific Aerospace Limited CT/4 Series Airtrainer Maintenance Manual, revision 2, dated October 1998. The inspection of the rear spar area on both wings is required at intervals of 50 hours TIS.

Compliance: At the next 50 hour inspection and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: 29 April 2021

Background: This AD is prompted by a report received by the CAANZ of finding a significant crack in the wing rear spar on a CT/4B aircraft in the area where the wing fitting ends in the spar web, which is located behind the flaps. The defect was found during a routine maintenance inspection in accordance with the manufacturer maintenance schedule, which requires a general visual inspection of the wing rear spar area on both wings at intervals of 50 hours TIS.