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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/FU24/1 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CASR 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.

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### Airparts (NZ) Ltd FU 24 Series Aeroplanes

**AD/FU24/1  
Amdt 2**

**Elevator Control Cables and  
Pulleys - Inspection**

**5/2003**

Applicability: All models.

Requirement: 1. With the aid of a strong light, and if necessary a mirror, thoroughly inspect the parts of the upper and lower elevator control cables that pass over the pulleys in the rear of the fuselage at Stations 336.95 and 340.56. Look for wear, corrosion, broken wires and any evidence of cutting or jamming of the cable by foreign objects.

*Note: Operate the elevators through full travel when carrying out this inspection, and as far as possible, supplement the visual inspection by feeling the cables for broken wires and other damage.*

2. Inspect the cable grooves in both pulleys for hardened deposits of super phosphate (agricultural aircraft only) and for foreign objects.
3. After completion of the inspection, clean out the rear of fuselage of any small loose objects such as stones, rivets and pieces of metal that could migrate into the pulley sheaves and foul or jam the cable.

Compliance: One of the following three compliance times will apply, depending on the type of aircraft operations:

For aircraft engaged only in agricultural operations, at 100 hourly intervals.

For aircraft engaged only in non-agricultural operations, at 150 hourly intervals.

For aircraft engaged in mixed usage operations - i.e. operations where there is a combination of agricultural and non-agricultural operations, at 100 hourly intervals.

This Amendment becomes effective on 15 May 2003.

## Airparts (NZ) Ltd FU 24 Series Aeroplanes

AD/FU24/1 Amdt 2 (continued)

**Background:** This Amendment is issued to make a distinction between aircraft engaged in agricultural operations and aircraft engaged in non-agricultural operations. It has been shown that general deterioration of the elevator control system is a function of the number of flight cycles (i.e. large deflection control movements such as takeoffs and landings) and the type of operation the aircraft is involved in. Aircraft engaged in operations other than agricultural, are not exposed to high flight cycles, corrosive agents such as super phosphate and are not exposed to foreign object accumulation at the same rate as agricultural aircraft. This Amendment allows aircraft engaged predominantly in non-agricultural operations to have the Elevator Control Cables and Pulleys inspected at 150 hourly intervals rather than 100 hourly intervals as specified in the original issue of this Directive. The inspection procedure remains unchanged from the previous issue of this Directive.

The original issue of this Airworthiness Directive became effective on 1 August 1977.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

20 March 2003