
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/ROCK-114/14 and issues the following AD under subregulation 39.001(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.

Gulfstream (Rockwell) 114 Series Aeroplanes

AD/ROCK-114/14
Amdt 1

Rudder Spar

12/2008

Applicability: Applicability: Model 114 aircraft with serial numbers 14000 to 14499, inclusive

- Requirement:
1. Visually inspect the rudder spar near the upper hinge fitting for signs of cracking. Check for excessive movement by attempting to move the rudder tip fore and aft and left to right.
 2. (a) Remove the rudder assembly from the aircraft as outlined in the Maintenance Manual, Section VII. Remove the rudder tip assembly and the upper hinge fitting. Inspect the forward face of the rudder spar web, bend radius, flanges and angle doublers P/N 44006-RE3, if installed, for cracks in the area of the upper hinge fitting attachment. Inspect using the dye penetrant method in accordance with Rockwell Service Letter SL-114-17 and CAO 108.10. Cracks, including stop drilled cracks, which extend beyond installed angle doublers, P/N 44006-RE3, must be repaired by replacement of the rudder spar before further flight.

(b) Modify the rudder spar upper hinge attachment area by installing angle doublers P/N 44006-RE3 in accordance with Rockwell SL-114-17, Figure 1. The rudder spar must be free of cracks before modification.

Previous compliance with cancelled AD/ROCK-114/10 does not necessarily constitute compliance with this AD. Any spar with angle doublers installed shall be regarded as cracked unless it can be positively confirmed that the rudder spar was crack free when the angle doublers were installed.

- Compliance:
1. Inspect in accordance with Requirement 1 within 10 hours time in service after 25 May 1995.
 2. Initially inspect in accordance with Requirement 2(a) before 100 hours time in service after 25 May 1995. Re-inspect at intervals not to exceed 200 hours time in service until modified in accordance with Requirement 2(b).

This Amendment becomes effective on 20 November 2008.

Gulfstream (Rockwell) 114 Series Aeroplanes

AD/ROCK-114/14 Amdt 1 (continued)

Background: This Directive requires repeat inspections of the hinge fitting area until the rudder spar is modified.

This amendment includes a statement to the effect that previous compliance with cancelled AD/ROCK-114/10 does not constitute compliance with this AD, even though the requirement document, Rockwell International Service Letter (SL) No. SL-114-17 is the same for both Airworthiness Directives. A previous report of cracking of the rudder spar, in the region of the upper hinge fitting, had been received indicating substantial cracking found on one aircraft approximately 1500 hours TIS after compliance with now cancelled AD/ROCK-114/10.



David Villiers
Delegate of the Civil Aviation Safety Authority

7 October 2008