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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 issues the following Airworthiness Directive (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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### De Havilland DH 83 (Fox Moth) Series Aeroplanes

#### AD/DH 83/3      Cockpit Lateral Tie Rods and Aircraft Structure      12/2003

Applicability:    All DH 83 series aircraft.

- Requirement:
1. Action in accordance with the Paragraph 2.A and 2.C of the Accomplishment Instructions of British Aerospace Technical News Sheet (TNS) CT (Moth) No. 29 Issue 3.
  2. Inspect in accordance with Paragraph 2.B of the Accomplishment Instructions of British Aerospace TNS CT (Moth) No. 29 Issue 3.

*Note: UK CAA AD 006-10-97 refers.*

- Compliance:
1. Within 2,000 flying hours or 18 years from the last tie rod renewal, whichever occurs first. In cases where no evidence of last renewal date is found to exist, accomplish within 100 flying hours after 27 November 2003 or before 27 January 2004, whichever occurs first. Thereafter at intervals not to exceed 2,000 flying hours or 18 years, whichever occurs first.
  2. Within 2 calendar months after 27 November 2003, unless the initial inspection is already accomplished, and thereafter at intervals not to exceed 12 calendar months; and, before further flight after a heavy landing or undercarriage trauma occurrence (as defined in TNS CT (Moth) No. 29 Issue 3).

This Airworthiness Directive becomes effective on 27 November 2003.

**De Havilland DH 83 (Fox Moth) Series Aeroplanes**

AD/DH 83/3 (continued)

Background: During routine maintenance on a DH 82 aircraft, it was found that the lateral fuselage tie rod at the aft position had sheared at its location with the spar attachment fitting. Subsequent investigation found the failure was a result of fatigue cracking in the thread root. This Directive requires that both lateral fuselage tie rods become “lifed items”, introduces a procedure for the examination of the aircraft structure at annual intervals, and inspection following a heavy landing or an undercarriage trauma occurrence.



David Villiers  
Delegate of the Civil Aviation Safety Authority

14 October 2003