



بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

**MINISTRY OF TRANSPORT AND CIVIL AVIATION  
CIVIL AVIATION DEPARTMENT**

Male'  
Republic of Maldives

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## **AIRWORTHINESS DIRECTIVE**

No. CAD/DHC-8/03  
February 10, 2000

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### **APPLICABILITY**

DHC-8 aircraft  
Models 102, 103, 106, 201, **202**, 301, 311, 314 and 315  
Serial Numbers 003 through 531

### **SUBJECT**

Landing Gear - Special Inspection of Endcaps on Landing Gear Selector Valve (and Rectification)

### **REFERENCE**

De Havilland SB A8-32-145, Revision 'A' dated December 03, 1999, (or later revisions, as appropriate).

### **REASONS**

One operator has experienced an inadvertent main landing gear retraction while performing 'After Engine Start' flight compartment checks. Initial investigation has revealed that this incident was caused by a cracked end cap on the main landing gear solenoid selector valve.

The cracked end cap initiated a fluid leak which resulted in a shift in the position of the valve spool. This allowed hydraulic fluid to be ported to the 'unlock' side of the stabiliser strut actuators on both main main landing gear (and the nose landing gear stabiliser), thus unlocking the landing gear. The landing gear did not receive a retract command.

Further investigation has revealed that the cracked end cap had failed as a result of metal fatigue.

### **ACTION AND COMPLIANCE**

To minimise the possibility of metal fatigue deHavilland has introduced stainless steel endcaps.

This AD requires an initial inspection of the endcaps within 100 flight cycles from this date followed by repeat inspections at every 'A' check.

All inspections may be terminated and ModSum 8Q100802 declared when the two endcaps on the selector valve have either been replaced or when a selector valve which has ModSum 8Q100802 incorporated has been installed.

#### **EFFECTIVITY**

This directive becomes effective February 10, 2000

Mahmood Razee  
**DIRECTOR GENERAL OF CIVIL AVIATION**