



بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

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

Male'  
Republic of Maldives

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## **AIRWORTHINESS DIRECTIVE**

No. CAD/DHC-6/6  
28th April 1997

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### **APPLICABILITY**

Applies to DHC-6-1, DHC-6-100, DHC-6-200 and DHC-6-300 (all serial numbers), certificated in any category, that do not have modification No. 6/1581 incorporated.

This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance.

NB: Modification No. 6/1581 consists of installing a preformed nylon shield around the area of each wing strut at the upper end closest to the wing.

### **SUBJECT**

Failure of wing struts

### **REFERENCE**

CF-99-07-01

### **REASONS**

To prevent failure of the wing struts, which could result in loss of control of the airplane.

### **ACTION**

The following shall be accomplished for all the applicable aircraft as specified above to prevent failure of the wing struts;

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, inspect the wing struts, part number (P/N) C6W1005, for cracks or damage (chafing, etc.) in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of de Havilland Service Bulletin (SB) no. 6/342, dated February 23, 1976.

1. if damage is found on a wing strut that exceeds 0.025 inch in depth, exceeds a

total length of 5 inches, or where any two places of damage are separated by less than 10 inches of damaged surface over the length of the strut, prior to further flight, replace the wing strut with an airworthy CAD-approved part in accordance with the applicable maintenance manual.

2. if any crack is found, prior to further flight, replace the wing strut with an airworthy CAD- approved part in accordance with the applicable maintenance manual.
  3. if damage is found on a wing strut that exceeds 0.010-inch in depth, provided that damage does not exceed 0.025-inch in depth, the damage does not exceed a total length of 5 inches, and where any two places of damage are separated by a minimum of 10 inches undamaged surface over the length of the strut, within 500 hours TIS after the inspection specified in paragraph (a) of this AD, replace the wing strut with an airworthy FAA-approved part in accordance with the applicable maintenance manual.
- b. Within the next 600 hours TIS after the effective date of this AD, incorporate Modification no. 6/1581 in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of de Havilland SB No. 6/342, dated February 23, 1976.
1. incorporating Modification No. 6/1581 eliminates the repetitive inspection requirement of this AD.
  2. incorporating Modification No. 6/1581 may be accomplished at any time prior to 600 hours TIS after the effective date of this AD, at which time it must be incorporated.

## **COMPLIANCE**

compliance is required as indicated, unless already accomplished.

## **EFFECTIVITY**

This Directive effective from 28th April 1997.

Mahmood Razee  
**DIRECTOR OF CIVIL AVIATION**