



CT4 Fin Spar Attachment Cracking

AWB 55-003 **Issue :** 2
Date : 13 November 2006

1. Applicability

All Pacific Aerospace Corporation (PAC) CT/4 aircraft.

2. Purpose

The purpose of this Airworthiness Bulletin (AWB) is to inform owners and operators of the possibility of serious cracking of the fin spar.

Issue 2 of this AWB changes the recommendation.

3. Background

During maintenance on a PAC CT/4 aircraft, a maintenance organisation found a crack emanating from a rivet hole in the fin spar where the tailplane spigot is mounted. After conducting a dye penetrant inspection of the crack it was found to extend between the fin attach bolt and rivet holes. Had this cracking not been detected there was a possibility that the fin may have separated in flight.

The manufacturer of the aircraft PAC and the NZ CAA have been informed of this defect and further action is possible.

4. Recommendation

The manufacturer, PAC, has released PACSB/CT/127 and PACSB/CT/128 to address the above defect. The RAAF has also developed AAP 7212.005-36 to inspect for the cracking described above and other cracking they had experienced whilst they operated these types of aircraft. It is recommended that operators of these aircraft obtain these documents and incorporate the information into their maintenance program for their aircraft.

5. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address: AirworthinessBulletin@casa.gov.au

Or in writing, to:

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