



1. Effectivity

Operators of Bombardier DHC-8 100/200/300 series aircraft.

2. Purpose

To collect operational data on inadvertent stall warning stick shaker activation events.

3. Background

CASA has received reports from operators related to spurious stick shaker events on Bombardier Dash-8 aircraft. The duration of these events is very short, typically less than one second and normally during cruise and descent. This issue was first identified in 2009 by Bombardier document ISQ2750002. These events do not cause autopilot disconnection or recording by the Flight Data Recorder.

Bombardier has initiated a number of investigations, but has not been able to identify the root cause. Stall warning system components have been extensively replaced and transposed during fault finding. The latest investigations focused on the Avionics Standard Communications Bus (ASCB) impedance anomalies, but did not identify the root cause. Bombardier is continuing to work with Honeywell on resolving this issue and further tests are planned.

To assist Bombardier in their investigations it would be beneficial to provide them with as much in flight data as possible.

4. Recommendations

CASA strongly recommends that operators of Dash-8-100/200/300 series monitor and report all spurious stick shaker events. Maintainers should consult with flight crew to gain as much detail on the conditions & configuration prevalent at the time.

5. Reporting

Report any spurious stick shaker events to CASA via the Defect Reporting System and to Bombardier.



DHC-8 Spurious Stick Shaker Events

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6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address:

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or in writing, to:

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