

# Airworthiness Directive Schedule

## Aeroplanes

### Pacific Aerospace FBA-2C Series Aircraft

29 September 2022

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- Notes:**
1. This AD schedule is applicable to FBA-2C series aircraft listed in Civil Aviation Authority of New Zealand Type Certificate (TC) No. A-16.  
  
FBA-2C series aircraft were originally manufactured in Canada by Found Brothers Aviation and Found Aircraft Canada under Transport Canada Type Certificate number A-67.  
  
In November 2017 Transport Canada transferred State of Design responsibilities for the FBA-2 series aircraft to the Civil Aviation Authority of New Zealand (CAANZ).  
  
CAANZ TC No. A-16 was issued to Pacific Aerospace Limited to replace the Transport Canada Type Certificate number A-67.  
  
CAANZ TC No. A-16 previously held by Pacific Aerospace Limited, Hamilton, was transferred from Pacific Aerospace Limited to NZSkydive Limited on 29 November 2021. NZSkydive Limited is trading as Pacific Aerospace.
  2. The date above indicates the amendment date of this schedule.
  3. New or amended ADs are shown with an asterisk \*

## Contents

DCA/FBA/1	Tailplane – Inspection .....	2
DCA/FBA/2	Tailplane Box Attach Fitting – Inspection .....	2
DCA/FBA/3	Forward Wing to Fuselage Attachment – Inspection.....	3
DCA/FBA/4	Elevator Push-pull Rod Assembly – Inspection.....	4
* DCA/FBA/5	Control Arm and Yoke Assembly Sprockets – Inspection .....	4

**DCA/FBA/1 Tailplane – Inspection**

- Applicability:** FBA-2C aircraft, S/N 3 through to 27, modified in accordance with Found Brothers drawing 2C22-2 and Engineering Change Notices (ECNs) 2C22, issue 1A and 1B.
- Note:** This AD is a re-issue of Transport Canada AD CF-65-04. Accomplishment of AD CF-65-04 satisfies the requirements of this AD.
- Requirement:** To prevent failure of the tailplane, accomplish the following:  
Within the next 100 hours TIS after embodiment of modification per FBA drawing 2C22-2, unless previously accomplished, and thereafter at intervals not to exceed 100 hours TIS, accomplish a visual inspection of the tailplane box skin P/N S50-31, gusset plate P/N S50-87, and hinge brackets P/N S101-1 for any evidence of cracks.  
If any cracks are found, replace affected parts before further flight, or accomplish an approved repair before further flight.
- Compliance:** Refer to the requirements section of this AD.
- Effective Date:** 30 November 2017

**DCA/FBA/2 Tailplane Box Attach Fitting – Inspection**

- Applicability:** FBA-2C aircraft, S/N 3 through to 27.
- Note 1:** This AD is a re-issue of Transport Canada AD CF-65-02. Accomplishment of AD CF-65-02 satisfies the requirements of this AD.
- Requirement:** To prevent failure of the tailplane box attach fitting, accomplish the following:  
On aircraft with less than 150 hours TTIS on the airframe since embodiment of Mod. 117: Before further flight unless previously accomplished, inspect the tailplane box attach fitting P/N S100-1 using a X10 magnifying glass.  
Thereafter at intervals not to exceed 10 hours TIS, inspect the tailplane box attach fitting P/N S100-1 until 150 hours airframe time has been accumulated, then install a new (zero time) fitting P/N S100-1.  
Thereafter at intervals not to exceed 150 hours, inspect the tailplane box attach fitting P/N S100-1, until an approved equivalent modified fitting is installed.  
During any inspection if skin cracks are found in the tailplane box, replace affected parts before further flight, or accomplish an approved repair before further flight.
- Note 2:** The installation of an approved modified tailplane box attach fitting is a terminating action to the repetitive inspection requirements mandated by this AD.
- Compliance:** Refer to the requirements section of this AD.
- Effective Date:** 30 November 2017

**DCA/FBA/3 Forward Wing to Fuselage Attachment – Inspection****Applicability:** FBA-2C aircraft, S/N 3 through to 27.**Note:** This AD is a re-issue of Transport Canada AD CF-66-06. Accomplishment of AD CF-66-06 satisfies the requirements of this AD.**Requirement:** To prevent failure of the forward wing to fuselage attachment due to possible failure of an attachment bolt, or due to cracks in the root rib web around the attachment fitting, accomplish the following:1. Replacement of forward wing to fuselage attachment bolts:

Before further flight, unless previously accomplished, replace wing to fuselage attach bolts with new NAS 145 bolts. Install new bolts with head bearing on brackets (P/N W629 and W630). Torque nuts to 100-140 lbs.

Thereafter at intervals not to exceed 500 hours TIS, replace wing attach bolts with new bolts.

On aircraft modified per requirement 4 of this AD, replace affected bolts with new NAS 146 bolts, then replace at intervals not to exceed 500 hours TIS.

2. Wing rib inspection:

Before further flight, unless previously accomplished, remove the wing/fuselage fitting, P/N W629 and P/N W630, and inspect the port and starboard wing root ribs for cracks using Found Brothers Drawing 2C39-17 issue 1, or later approved revision as a guide. Inspect fuselage welds at front wing attachment per Found Brothers Drawing 2C39-22 issue 1, or later approved revision.

If no cracks are found, re-inspect at intervals not to exceed 100 hours TIS, until embodiment of modification per requirement 4 of this AD.

If any cracks are found, repair before next flight per requirement 3 of this AD, and embody the modification per requirement 4 of this AD.

At intervals not to exceed 250 hours since last inspection, visually inspect aircraft repaired in accordance with requirement 3.1 of this AD. Replace cracked parts with new parts, before further flight.

3. Rib repairs:

3.1 Repair ribs in accordance with Found Brothers repair scheme 2C39-18 issue 2, or later approved revision, or 2C39-19 issue 2, or later approved revision, or per an approved equivalent repair.

3.2 Repair welds in accordance with Found Brothers repair scheme 2C39-22 issue 1, or a later approved revision, or per an approved equivalent repair.

4. Modification:

By 30 December 2017, unless previously accomplished, embody Found Brothers Aviation Limited Modification 124.

**Compliance:** Refer to the requirements section of this AD.**Effective Date:** 30 November 2017

**DCA/FBA/4 Elevator Push-pull Rod Assembly – Inspection**

**Applicability:** FBA-2C1, FBA-2C2, FBA-2C3 and FBA-2C4 aircraft, all S/N.

**Requirement:** To ensure the integrity of the elevator push-pull rod assembly, accomplish the following:

Remove the elevator push-pull rod assembly and inspect the exterior and interior of the push-pull rod per the instructions in Pacific Aerospace Service Bulletin (SB) PACSB/2C/001 issue 1, dated 25 September 2018, or later approved revision.

Inspect the exterior of the elevator push-pull rod and if moderate or severe corrosion is found in the external surface of the push-pull rod, replace the push-pull rod before further flight, per the instructions in PACSB/2C/001.

Inspect the interior of the elevator push-pull rod and if any corrosion is found in the internal surface of the push-pull rod, replace the push-rod before further flight, per the instructions in PACSB/2C/001.

Re-assemble and re-install the elevator push-pull rod assembly per the instructions in PACSB/2C/001.

**Compliance:** Within the next 50 hour TIS, or by 31 January 2019, whichever is the sooner.

**Effective Date:** 6 December 2018

**\* DCA/FBA/5 Control Arm and Yoke Assembly Sprockets – Inspection**

**Applicability:** FBA-2C1, FBA-2C2, FBA-2C3 and FBA-2C4 aircraft, all S/N delivered after November 2012; and

FBA-2C1, FBA-2C2, FBA-2C3 and FBA-2C4 aircraft, all S/N fitted with a Sprocket P/N C446 received and installed in the control arm and yoke assembly after November 2012; and

Sprockets with P/N C446 received after November 2012 as spare parts.

**Requirement:** To ensure the integrity of the aileron control chain sprockets, accomplish the following:

Remove the four sprockets in the control arm and yoke assembly and inspect the sprockets to determine if a non-metallic sleeve is fitted in the sprocket bore.

Accomplish this requirement in accordance with the instructions in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/2C/002 issue 1, dated 20 September 2022, or later approved revision.

If a non-metallic sleeve is found fitted in the sprocket bore, then replace the affected sprocket with an acceptable part in accordance with the instructions in Pacific Aerospace MSB PACSB/2C/002, before further flight.

If a non-metallic sleeve is not found fitted in the sprocket bore, then no further AD action is required.

**Compliance:** Before further flight.

**Effective Date:** 23 September 2022