

ULTRALIGHT AIRCRAFT AIRWORTHINESS NOTICE

AIRWORTHINESS NOTICE IDENTIFICATION NUMBER 5-99

CHINOOK AIRCRAFT – LIFT STRUT CARRY THROUGH MEMBER INSPECTION FOR CRACKING

To: All Owners and Operators of Chinook Aircraft.

Background: A failure has been reported, thought to have been in flight, of the major structural member that passes beneath the pilot's seat connecting the two wing lift strut lower attachment points (See Attached). The failure is described as being on the left side of the member, just outboard of the bend. Initiation is suspected to have occurred on the top surface at a wrinkle caused by distortion of the member during a bending process.

ACTION REQUIRED

BEFORE NEXT FLIGHT

1. Remove the seat to reveal the carry through member identified in the attached drawing and clean it thoroughly. Using a bright light and mirrors where necessary, carefully inspect all surfaces of the whole member for cracking and general condition paying particular attention to the areas around the bends at the seat and at the ends.
2. Any cracking will be cause for rejection and replacement of the member.

At every 25 hours or immediately after abnormal loading such as heavy landing.

1. Repeat the actions described at 1 and 2 above.

Reports Required: All indications of faults in the carry through member are to be reported to the AUF (see letterhead). Advice of completion without finding faults would be appreciated and will be of benefit to Chinook operators as it will enable the 25 hourly inspection requirement to be re-assessed.

Recording Required. Compliance with this Airworthiness Notice is to be recorded in each aircraft log-book.

