



Issued: 27 July 2017

De Havilland DH60 Moth, DH82A Tiger Moth and DH83 Fox Moth Aircraft Wing Spars Produced by the Croydon Aircraft Company of New Zealand

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	N/A
Air Traffic:	N/A
Airspace:	N/A
Airworthiness:	Owners/Maintenance Organisations of de Havilland DH60 Moth Series Aircraft, DH82A Tiger Moth Aircraft, DH83 and DH83C Fox Moth Aircraft.
Flight Operations:	Operators of de Havilland DH60 Moth Series Aircraft, DH82A Tiger Moth Aircraft, DH83 and DH83C Fox Moth Aircraft.
Licensed/Unlicensed Personnel:	N/A

1 Introduction

- 1.1 The UK CAA has been advised that some wings spars manufactured by the Croydon Aircraft Company in New Zealand to be used in a current restoration of a DH82A appeared not to comply with the original de Havilland drawings. The most notable features are differences in the spindled cross-section of the spars.
- 1.2 It is known that many of these spars have been used as replacements on Tiger Moth aircraft on the UK register, including some which have now transferred to the Light Aircraft Association (LAA) fleet. Similar spar sets from Croydon Aircraft Company may also have been incorporated into Gipsy Moth aircraft and Fox Moth aircraft.
- 1.3 The purpose of this IN is to advise owners, maintenance organisations and operators of potentially affected aircraft of this issue. These spars may be undersize with reduced structural reserves. The UK CAA and the New Zealand CAA are working with the supplier to identify the likely affected batches. Evaluation by UK and NZ CAAs is also currently being undertaken of the likely structural implications of the affected spars and potential mitigating actions. Currently there is no evidence of an unsafe condition but should this come to be the case then the UK CAA will take mandatory action.

2 Scope

- 2.1 Owners, maintenance organisations and operators of the identified types of aircraft should review whether their aircraft are fitted with Croydon Aircraft Company spars. If this is the case then you should notify either the UK CAA General Aviation Unit at GA.GA@caa.co.uk for aircraft holding a Certificate of Airworthiness or alternatively LAA Engineering at engineering@laa.uk.com for aircraft holding a Permit to Fly. This will enable both the UK CAA and the LAA to update advice as the situation develops. Please include the batch numbers and dates of manufacture of the spars in your notification. No further actions are considered to be necessary at this stage.

Note: The UK CAA advises owners of projects undergoing restoration not to re-cover wings that are known to include Croydon Aircraft Co spars as this will hinder any subsequent inspection and greatly increase the scope and expense of the work required if replacement spars are deemed necessary.

3 Further Information

- 3.1 The UK CAA is presently in correspondence with the New Zealand CAA about these manufacturing variations and also about the current approval status of the Croydon Aircraft Company for manufacturing aircraft components. The NZ CAA has taken these matters up with the Croydon Aircraft Company and is expected to report back on this in due course.
- 3.2 Additionally, the NZ CAA has advised the UK CAA that the Croydon Aircraft Company does not hold a manufacturing approval for critical aircraft parts. This means that components manufactured by Croydon Aircraft Company should not be supplied by them as released components, even though they may have been supplied with what appeared to be a 'Form One'. For an aircraft operating on a Permit to Fly, the use of released components is not mandatory but the significance of this aspect is that these components may have been accepted as fit for purpose on the basis of an erroneous belief that they were released parts, rather than on the basis of an in-depth inspection by the installer for quality and conformity.

4 Queries

- 4.1 Any queries or requests for further guidance for an aircraft with a Certificate of Airworthiness and fitted with Croydon Aircraft Company spars should be addressed to the UK CAA General Aviation Unit at GA.GA@caa.co.uk.
- 4.2 Any queries or requests for further guidance for an aircraft with a Permit to Fly administered by the LAA should be addressed to LAA Engineering at engineering@laa.uk.com to collate information on that fleet.

5 Cancellation

- 5.1 This Information Notice will remain in force until further notice whilst a full analysis of the likely effect on already affected spars is carried out and/or specific inspection methods and criteria become available.