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if required, and was urged to provide himself with complete information on applicable Airworthiness Directives before certifying future aircraft for renewal of the Certificates of Airworthiness.

The aircraft was inspected by Inspector Walker at Flin Flon on October 10th and we are now satisfied that the applicable Directives have been complied with. Mr. Radford made a second trip there in order to reinspect the aircraft and was present when Inspector Walker made the Departmental inspection.

- 2(a) No reasonable excuse for the lack of knowledge of Airworthiness Directives was apparent, since Form 2444 had already been signed. It was felt that even though Mr. Radford had no copy of his own, he could have had access to a copy with very little trouble on his part.

A.D. 46-36-1

At the time of the D.A.I.'s interview with Mr. Radford the only documents that had been presented by him was a completed copy of Form 2444, the Certificates of Registration and Airworthiness, and a work sheet which contained no reference to Airworthiness Directives. The log books were with the aircraft at Flin Flon and our aircraft file had no information on the piston pins of this engine.

After questioning, Mr. Radford gave no indication that he had verified from the log book that this change had been incorporated and was unable to say whether or not it had been done.

A.D. 48-46-1

While the inspection of the forked clevis ends by means of a 10 power glass or by the magnaflux method is not called for until 500 hours of flight time, a visual inspection is called for every 100 hours. The D.A.I. is satisfied that, at that time, special attention had not been given to these details, such as would be required of any part which the C.A.A.A. has considered subject to failure. The fact that the aircraft had been certified as fit for 12 months further operation was also taken into consideration.