

DE HAVILLAND SUPPORT LIMITED

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CAA APPROVAL
Ref. AD/1819/00
Groups E1 & E2

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MOTH AIRCRAFT TECHNICAL NEWS SHEET

TECHNICAL NEWS SHEET SERIES CT(MOTH) No 2 ISSUE 6

PRODUCT SUPPORT POLICY

1. PLANNING INFORMATION

1.1 Aircraft Affected

All de Havilland Moth aircraft of UK design origin.

1.2 Reason for Issue

With effect from 2 April 2001, de Havilland Support Ltd obtained UK CAA approval to assume from BAE SYSTEMS responsibility as the Type Design Organisation for the various de Havilland historic aircraft. In addition to the provision of design support, from 2009 the Company expects to obtain further aerospace approvals and be able to offer a developing repair, overhaul and spare parts capability.

1.3 Description

The purpose of this Technical News Sheet (TNS) is to explain how de Havilland Support Ltd discharges its responsibilities for continued airworthiness of the Moth aircraft series and how it provides for the supply of technical publications, especially the distribution of TNS. Additionally, this TNS describes the Company's developing capability for the repair and overhaul of components and spare parts for de Havilland historic aircraft types.

1.4 Approval

The technical content of this Technical News Sheet is approved under the authority of CAA Approval Reference AD/1819/00.

2. ACCOMPLISHMENT INSTRUCTIONS

2.1 Accomplishment

a. **Continuing Airworthiness Service (CAS).** From April 2008, de Havilland Support Ltd has gradually transferred its former Technical News Sheet (TNS) subscription service to the CAS. Membership of the CAS offers subscribers free TNS amendments as and when they are published, together with discounts on the supply of drawings, technical manuals and spare parts (where available). Additionally, CAS subscribers will receive greater priority in the Company's response to general enquiries and queries over that provided to non-subscribers. Details of the costs of the CAS service, by aircraft type, together with details of the percentage discounts available on eligible services, can be found on the Company's website. The percentage discount available may be changed at any time. Furthermore, for those who subscribe to the CAS service, de Havilland Support Ltd publishes a quarterly (or as urgency demands) newsletter, known as *The de Havilland Gazette*, to provide a regular means of communication with de Havilland aircraft owners, operators and maintenance organisations. The *Gazette* is a tangible means of communication for more informal technical or operational advice which does not justify the issue of a TNS.

b. **Other Technical Publications.** Over the years a wide range of technical publications have been issued in support of de Havilland aircraft, including Maintenance and Repair Manuals, Schedules of Spare Parts, Maintenance Schedules, Crew Manuals and Pilot's Notes. Details of those publications currently available can be obtained from de Havilland Support Ltd at the address below or from the website. Unfortunately, in most cases the technical content of these documents has been 'frozen' and the only means of amending the data has been by the promulgation of a TNS. Whilst there is no active amendment service for these publications, it is essential that holders register their interest so that they might be advised whenever an amendment or revision is published. Accordingly, there is no charge for registration as a publication holder. In the event that a publication is amended or re-issued, de Havilland Support Ltd will contact all registered holders to advise details of the amendment and its cost.

c. **Supply of Manufacturing Drawings.** The Company can provide copies of manufacturing drawings to assist in the maintenance or restoration of existing aircraft. Such drawings are provided on the basis of acceptance of de Havilland Support Ltd's normal trading terms (available on request or from the website). The Company reserves the right not to supply drawings in cases where its commercial interests may be harmed.

d. **Repair Schemes.** The de Havilland Support Ltd archive contains an array of repair drawings and schemes which are presently being catalogued. Thus, if an aircraft has damage in excess of published repair schemes, a solution may already be available. Alternatively, the Company can originate new repair schemes or classify the extent of damage under the terms of its CAA design approval. In developing new repair schemes it may be necessary for the Company to make use of external design specialists, in which cases any additional charges incurred will be agreed with the customer on a case-by-case basis. In future, it is hoped to display an Index of Repair Schemes on the Company's website.

e. **Modifications.** The de Havilland Support Ltd Design Approval (under UK CAA British Civil Airworthiness Requirements, Groups E1 and E2) also allows the Company to originate modifications or to vet and support other proposals submitted from external sources. Such activity might range from the approval of an alternative material

specification to the design of a completely new aircraft system. Due to the variability of the work required in modification design, each task would be the subject of an individual quotation.

2.2 **Continued Airworthiness**

To keep the large worldwide fleet of de Havilland historic aircraft airworthy and able to fly on into the future requires the Type Design Organisation, aircraft owners and operators and aircraft maintenance organisations to work together to solve any new technical problems as they arise. Safety must be paramount and such solutions must sustain airworthiness of the fleet but in a realistic and cost-effective manner. As the Type Design Organisation, de Havilland Support Ltd will do all it can to achieve this aim. The Company's ability to do so, however, relies heavily on liaison and co-operation with aircraft owners, who must advise when they experience a problem for the first time or contact the Company if they have any questions about support of their aircraft. It is also extremely important that whenever a Mandatory Occurrence Report is raised or in the unfortunate case of an accident or other incident occurring, that the Company be informed of the circumstances. The early notification of such events can often allow appropriate advice to be given to national Aviation Authorities and prevent possibly inappropriate action being taken. A vital means of communication is the periodic newsletter and the associated TNS service.

2.3. **Supply of Spare Parts.**

a. **General.** Since its inception the Company has been first and foremost a Type Design Organisation and not a spares stockist. However, to meet customer demand for the supply of approved spare parts, de Havilland Support Ltd has developed a repair and overhaul organisation approved to the requirements of the European Aviation Safety Agency's (EASA) Part 145 regulation and to CAA BCAR B1. Additionally, when funding has been available, the Company has invested in the approved manufacture of new components. With the future grant of additional approvals by the UK CAA, it is hoped that the capability for new manufacture can be expanded.

b. **Repair and Overhaul.** The Company's EASA Part 145 and BCAR B1 approvals allow it to repair and overhaul components for which it is the Type Design Organisation, together with bought-in equipment for which technical data has been released by the original equipment manufacturer. Naturally, this new capability will take some time to develop to its full potential. Aircraft owners, operators or maintenance organisations seeking to repair or overhaul components which are the design responsibility of de Havilland Support Ltd should enquire if a capability has been developed for the component concerned. It should be noted that the development of component repair and overhaul plans, where they do not already exist, can take some time. Similarly, it is necessary to make sure that all the necessary piece-part spares (such as seals and fasteners) are in stock before a capability can be declared.

c. **Certification of Ex-Military and other Old Stock.** A key feature incorporated into the new EASA Part 145 and CAA BCAR B1 capabilities is the ability for de Havilland Support Ltd to inspect and release ex-military spares and other 'old stock'. Many parts fall into this category, including parts manufactured for the Armed Forces or as spares for use on the production lines or in repairs. The procedures which allow this to take place have been agreed with the UK CAA and are rigorous and it is expected that this aspect of the Approvals will supervised extremely closely by the CAA. However,

this is a welcome development which will allow the legitimate certification and use of appropriate components which have previously been barred from use because of their origin and lack of bona fide documentation.

d. **New Manufacture.** Already the Company has begun to have a range of components remanufactured, although to date this investment has focussed largely on the provision of lifed components for the Chipmunk. For the future it is likely that extended approvals from the CAA will allow the ready manufacture of a wider range of components. Details of the new-manufacture parts available from de Havilland Support Ltd will be posted on the Company's website.

2.4 **Data Protection Act.**

de Havilland Support Ltd is registered under the UK Data Protection Act and undertakes not to disclose details of publication subscribers to any other party.

2.5 **Recording Action.**

This TNS CT(MOTH) No 2, Issue 6 dated 1 December 2008 supersedes and cancels TNS CT(MOTH) No 2, Issue 5 dated 1 May 2007, which should be removed from the folder and destroyed.

2.6 **Contact Details.**

The Type Design Organisation can be contacted as follows:

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