

UNAPPROVED PARTS NOTIFICATION

Flight Standards Service



FAA
Aviation Safety

No: 2015-20140806009

Date: April 24, 2015

AFFECTED PRODUCTS:

Dehavilland DHC-2 aileron skins, elevator skins, flap skins, rudder skins, and stabilizer tips produced by Peninsula Air Metals, Repair Station No, P2MR320J, but sold as individual parts to customers for repairs. The part numbers affected are as follows:

1. Aileron skins - RH - Upper Skin – Inboard (C2WA50ND)
Center (C2WA52ND)
Outboard (C2WA54ND)
Aileron skins – LH – Upper Skin – Inboard (C2WA49ND)
Center (C2WA51ND)
Outboard (C2WA53ND)
Aileron skins – RH – Lower skin – Inboard (C2WA50ND)
Center (C2WA52ND)
Outboard (C2WA54ND)
Aileron skins – LH – Lower skin – Inboard (C2WA49ND)
Center (C2WA51ND)
Outboard (C2WA53ND)
2. Elevator skins - RH - Upper (C2TE-74ND)
Lower (C2TE-56ND)
Elevator skins - LH - Upper (C2TE-73ND)
Lower (C2TE-65ND)
3. Flap skins - RH - Upper Skin – Inboard (C2WF208ND)
Outboard (C2WF158ND)
Flap skins – LH – Upper Skin – Inboard (C2WF207ND)
Outboard (C2WF157ND)
Flap skins – RH – Lower skin – Inboard (C2WF156ND)
Outboard (C2WF160ND)
Flap skins – LH – Lower skin – Inboard (C2WF155ND)
Outboard (C2WF159ND)
4. Rudder skins – RH - (C2-TR163ND/155.2)
LH – (C2-TR161ND/155.2)
5. Horizontal stabilizer tips – Upper Skin (C2TE-87ND)
Lower Skin (C2TE-88ND)

PURPOSE

The purpose of this notification is to advise aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers and distributors, regarding individual control surface

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skins that were produced by the repair station as components that were not approved and in at least one case, the work orders indicate that the material thickness was incorrect.

BACKGROUND

Information received during an FAA suspected unapproved parts investigation revealed that Peninsula Air Metals, 50915 Mountain Glacier Court, Homer, Alaska 99603 fabricated and sold approximately 52 control surface skins to 9 different companies over the last 9 years for Dehavilland DHC-2 aircraft without a production manufacturing authorization (PMA).

Evidence indicates that the corrugated skins while they meet fit, form, and function, at least six rudder skins were found to have been produced with incorrect material thickness.

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design or properly altered condition. Aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors are encouraged to inspect their aircraft and/or parts inventories for the above referenced part numbers and their traceability. If one of the above mentioned parts has been changed on your aircraft with or without paperwork linking it to Peninsula Air Metals, it is recommended that they be quarantined until a determination can be made regarding its workmanship and eligibility for installation.

FURTHER INFORMATION

Further information concerning this investigation may be obtained from the FAA Flight Standards District Office (FSDO) shown below. The FAA would appreciate any information regarding the discovery of the above referenced parts from any source, the means used to identify the source, and the action taken to either remove the part from service or determine its airworthiness and return it to service.

This notice originated from the Anchorage FSDO, 300 W 36th Ave. Suite 101, Anchorage, AK. 99503, Telephone (907) 271-2000, Fax (907) 271-4777.