

approved methods of all lower main wing spar root fittings P/N CPD-2004 on all DeHavilland Model DH-104 "Dove" airplanes that have been modified under STC No. SA1747WE.

- (b) Review the adequacy of Airworthiness Directive 70-15-6 and revise as necessary to assure adequate service limits on this fitting.

In his reply dated May 17, 1971, the Administrator stated that the FAA agreed with the Board recommendations and that corrective action would be taken pending completion of an engineering evaluation. He also noted that the airworthiness certificate of these aircraft had been suspended on May 11, 1971.

On October 22, 1971, the FAA issued an addendum to STC SA1747WE. This addendum

provided for the installation of a steel reinforcing strap on the lower front spar cap, and the replacement of the upper wing fittings with identical parts fabricated from 4340 steel. The addendum stated that AD 70-15-6 is not applicable to aircraft modified in accordance with that STC.

2. As a result of data developed later in this investigation, the Board has concluded that the problems associated with the certification of this aircraft indicate a need for possible remedial action to assure the airworthiness of aircraft modified under such programs. Accordingly, the Board recommends that the Federal Aviation Administration reevaluate its STC program to ensure continuity in quality control in the supplemental type certification process.

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

/s/ JOHN H. REED
Chairman

/s/ OSCAR M. LAUREL
Member

/s/ FRANCIS H. McADAMS
Member

/s/ LOUIS M. THAYER
Member

/s/ ISABEL A. BURGESS
Member

June 1, 1972