
DCA/750XL/10 Cockpit Windows – Inspection and Modification

Applicability: Model PAC 750XL aircraft, S/N 101, 102, 104 through to 128, except those with modification PAC/XL/0276 embodied.

Requirement: To prevent the cockpit door windows separating from their frames, accomplish the following:

1. Inspection

Inspect the windscreen and cockpit door windows for signs of disbonding of the adhesive between the transparency and the composite window frame.

If disbonding is evident, accomplish modification per part 2 of this AD before further flight.

2. Modification

Modify the windscreen and cockpit windows to incorporate mechanical fasteners in accordance with Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/024 (embodiment of modification PAC/XL/0276), PAC Drawing No. 11-03137 and the PAC 750XL Maintenance Manual.

Note 1: The embodiment of modification PAC/XL/0252 prior to the release of this AD is an acceptable alternative means of compliance.

Note 2: Modification PAC/XL/0276 supersedes modification PAC/XL/0252.

Compliance:

1. Inspect within the next 50 hours TIS. Thereafter inspect at intervals not to exceed 50 hours TIS until modification is accomplished per requirement 2 of this AD.
2. Modify within 150 hours TIS, or six months, whichever occurs sooner.

Effective Date: 29 March 2007



PACIFIC AEROSPACE LIMITED

Pacific Aerospace Limited
Hamilton Airport, Private Bag HN3027, Hamilton, New Zealand
Telephone (64) 7-843-6144 Fax (64) 7-843-6134

PACSB / XL / 024

REWORK – ADDITIONAL FASTENERS – COCKPIT DOOR WINDOWS

1. PLANNING INFORMATION

- | | | |
|----|--------------------|--|
| A. | EFFECTIVITY | PAC 750XL aircraft S/N's 101, 102, 104 through 128. |
| B. | REASON | To prevent the possibility of the Cockpit Door Windows separating from their frames. |
| C. | DESCRIPTION | <p>A case was reported where the Cockpit Door Windows were separating from their Frames</p> <p>To prevent this from happening, Screws, Washers and nuts are installed at the corners of the Door Windows in a similar fashion as the Windscreens.</p> |
| D. | COMPLIANCE | <p>At next 150 hour inspection or before next flight if signs of disbonding of the windows become evident.</p> <p>Modification PAC/XL/0252 is an alternative means of compliance if already embodied.</p> <p>This SB supersedes PAC/XL/0252 and is the preferred repair for disbonding transparencies.</p> |
| E. | APPROVAL | By the delegated authority. |
| F. | TOOLING | Special grounded ¼” drill bit. |
| G. | WEIGHT AND BALANCE | Not affected. |
| H. | REFERENCE | PAC 750XL Maintenance Manual and drawing 11-03137 Issue NC or later. |

2. ACCOMPLISHMENT INSTRUCTIONS

A. Additional Components.

Screws	P/N AN525-832-11	(Qty: A/R)
Washers	P/N AN960-8L	(Qty: A/R)
Washers	P/N 91545A130	(Qty: A/R)
Nuts	P/N MS21044N08	(Qty: A/R)

B. Method : (refer to drawing 11-03137-1)

Drill ¼" holes through the windows, taking care to avoid cracking of the plexiglass.

Note: A standard drill bit will not be suitable as it tends to grab into the plastic material.
It is recommended that a drill bit be ground with a vertical or negative entry angle

Smooth the holes internally with a piece of fine sand paper rolled up

De-burr the holes to avoid any starting points for cracks.

Fill holes with Windshield Sealant. Fit the NYLATRON washers to the screws and install the screws from the outside of the canopy.

Install Washers AN960-8L and fit the Nuts. Torque the nuts to a maximum of 10 inch pounds plus the run-up torque. DO NOT OVER TIGHTEN.

C. De-bonding: (refer to drawing 11-03137-2)

In the event of the window starting to de-bond, the glazing (pane) must be removed and re-installed using SIKA PRIMER-209N and SIKAFLEX - 295 UV Adhesive Sealant as per drawing 11-03137 Issue NC.

For further protection of the sealant, it is recommended to apply a paint layer (or opaque trim) as per drawing 11-03137, SECTION A-A.

3. CERTIFICATION

Record compliance with this Bulletin and modification PAC/XL/0276 in the Airframe Log Book.