

DEHAVILLAND DH-82A TIGER MOTH II Model Guide

The DEHAVILLAND DH-82A TIGER MOTH II is a single-engine piston biplane with wooden or metal tubular fuselage construction, covered by the DH82 series airworthiness rules. The supplied documents contain no specification or performance figures. They are service and airworthiness papers, so this guide is a condition-and-compliance checklist for buyers.

KEY TAKEAWAYS

- Both lateral fuselage tie rods are life-limited to 2000 flying hours or 18 years, whichever is sooner. Check the records for the last renewal date.
- Front fuselage angle fittings must be inspected at intervals not exceeding 50 hours TIS and after any reported heavy landing (DCA/DH82/120A).
- Replacement wing or aileron spars made by Croydon Aircraft Company Limited before 31 May 2008 carry flight limitations until they are inspected.
- No specifications or performance data were supplied for this model. Confirm figures from the aircraft's own documents.

TIE RODS AND HEAVY LANDINGS

The mandatory tie rod bulletin followed a sheared aft lateral tie rod caused by fatigue cracking at the thread root. It also applies to the DH 82A. If there is no evidence of the last renewal, the rods were due within six months or 100 flying hours of issue. The bulletin adds a structural check after a heavy landing, after undercarriage trauma and at annual inspection.

RECURRING INSPECTIONS TO ASK ABOUT

The NZ schedule lists checks at intervals not exceeding 12 months: control box cracks, fin post crushing, elevator rock shaft end play and fuel cock slide force (not less than 6 lb). Every periodic inspection covers the tailplane support bracket and the fuel tank balance pipe. The balance pipe is annealed at intervals not exceeding 300 hours TIS. The elevator control bracket is checked every 50 hours until mod. DH.114 is embodied, then every 150 hours.

SPARS, HARNESS AND RECORDS

Ask whether Croydon-made wing or aileron spars are fitted. Fin post crushing over 1/16 inch means the post must be renewed. Wing spar cut-out inside radii under 0.25 inches mean the spar must be removed from service. Sutton harnesses need inspection for broken stitches, cuts, chafing, contamination and sunlight damage. Compliance should be recorded in the technical records.

SAFETY NOTES

- If affected Croydon spars are fitted, aerobatics and other high load-factor flight, including turbulence, are prohibited until the required inspection is done.
- Replace a harness before further flight if you find signs of degradation such as broken stitches, cuts, tears or contamination.
- Do not tension slack bracing wires until the cause of the slackness is found. It may be lug, spar or fitting damage.