

**DEPARTMENT OF CIVIL AVIATION
MALAYSIA
AIRWORTHINESS NOTICE**

No: 65	Issue: 1	Page: 1
---------------	-----------------	----------------

Date: 1 September 1994

ALTIMETERS IN AIRCRAFT

1. Instances have occurred in flight whereby altimeter pressure setting scales have become detached from altimeter pointers when the pilot was attempting to set an appropriate QNH. This has resulted in large indicated altimeter errors.
2. Subsequent investigation has revealed that satisfactory operation of the altimeter depends on the barometric adjustment control knob being attached to the spindle so that no fore or aft play exists between the knob and instrument bezel. If such play exists, forward or rearward pressure on the knob may disengage the barometric adjustment scale from the altimeter pointer.
3. A number of altimeters of US manufacture are known to be prone this particular defect. Included amongst these are the following:-

Aero Mechanism 8040, 8140, 8141, 8142, 8503 Series,
Kollsmann Altimeters,
Narco AR 800 Series,
Bendix 3252013 Series, and
United Instrument Altimeters.
4. The FAA have issued Airworthiness Directive 86-05-02 which is applicable to a range of part numbers of United Instrument Altimeters manufactured after 1 February 1985. The affected instruments were discovered to have a deficient locking clamp which resulted in a possible de-synchronization of the barometric adjusting knob and altitude pointers. As a consequence of this and other reports detailed in paragraph 1 above, the CAA have raised an Additional Airworthiness Directive (006-02-87). This AD requires that those instruments listed in paragraph 3 of this Notice, comply with the requirements of paragraph 5 of this Notice.
5. It is strongly advised that before each flight the following checks are made:-
 - (a) That rotation of the barometric adjustment control knob results in a movement of both the pressure setting scale and the altimeter pointers, and that forward and rearward pressure on the knob during rotation does not disengage the barometric adjustment scale from the altimeter pointers.
 - (b) That the relevant altimeter pointer reading is compatible with the setting on the barometric adjustment scale.

DIRECTOR GENERAL
DEPARTMENT OF CIVIL AVIATION
MALAYSIA