

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 81-174-41(B)
In case of any difficulty, reference should be made to the French original issue.

AIRBUS INDUSTRIE

A300 B4 aircraft

Main landing gears - Hinge arm P/N C 65381-2

The present Airworthiness Directive applies to AIRBUS INDUSTRIE A300 B4 airplanes equipped with hinge arms P/N C 65381-2. These arms were fitted, at time of delivery, on the following aircraft :

S/N's 9 -12 -14 -16 -17 -18 -19 -20 -23 -24 -25 -28 -29 -30 -31 -33 -41 -42 -43 -44- 45 -46 -47 -54 -55 -56 and 57 (RH leg only).

Main landing gear barrels incorporating AIRBUS INDUSTRIE Service Bulletin A300-32-118 (MESSIER /HISPANO/BUGATTI S.B. 470-32-119) are not affected by the present Airworthiness Directive.

Several cases of corrosion pitting have been found on the external surface of the trunnion located on the actuating cylinder side, in the radius blending the trunnion with the hinge arm.

Taking into account the results of a fatigue test conducted on such a corroded hinge arm and in order to prevent rapid crack growth development which could result in a structural failure, the visual inspection for corrosion per MESSIER/HISPANO/BUGATTI Service Bulletin MHB 470-32-386 Revision 1 (or later approved revision) is rendered mandatory and must be performed in accordance with the following schedule, unless already accomplished :

- within 200 landings or one month, whichever occurs first, after date of receipt of DGAC Telegraphic Airworthiness Directive issued August 5, 1981, for aircraft equipped with hinge arms having accumulated more than 4800 landings on that date ;
- before December 31, 1981, for other aircraft.

Note : On hinge arms which have been subjected to an overhaul during which no corrosion was found, above mentioned inspection must be performed within 2000 landings after that overhaul.

On new hinge arms held as spare or in stores, above mentioned inspection must be performed prior to the accumulation of 2000 landings.

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b.K

Oct. 21, 81

AIRBUS INDUSTRIE
A300 B4 aircraft

81-174-41(B)

- A) If no corrosion is found, prior to further flight, install a seal allowing proper lubrication of the trunnion in accordance with MESSIER/HISPANO/BUGATTI Service Bulletin MHB 470-32-385 (or later approved revision) and repeat above mentioned inspection thereafter at intervals not to exceed 2000 landings.
- B) If corrosion is found, eliminate it by metal removal and conduct inspections for cracks using visual, dye penetrant and ultrasonic methods per revision 1 of MESSIER/HISPANO/BUGATTI Service Bulletin MHB 470-32-386. Eliminate possible cracks by metal removal in accordance with that same document and install a seal per Service Bulletin MHB 470-32-385 (or later approved revision).

Above mentioned inspections for cracks must be repeated thereafter at intervals indicated below, depending on the validity of the ultrasonic method and on the depth of rework performed to eliminate corrosion and possible cracks.

Depths of subsequent reworks which might be carried out during subsequent inspections must be added up and included within the following criteria which is already measured in relation to the original profile.

1. When ultrasonic method is valid (reference notch detected) :

- a) Repeat above mentioned inspections for cracks using visual, dye penetrant and ultrasonic methods at intervals not to exceed :
- 400 landings if depth of rework is less than or equal to 0.5 mm.
 - 250 landings if depth of rework is greater than 0.5 mm.
- b) Remove and replace hinge arm if depth of rework is greater than 1 mm.

2. When ultrasonic method is not valid (reference notch not detected) :

- a) Repeat above mentioned inspections for cracks using visual and dye penetrant methods at intervals not to exceed 250 landings if depth of rework is less than or equal to 0.5 mm.
- b) Remove and replace hinge arm if depth of rework is greater than 0.5 mm.

The present Airworthiness Directive supersedes DGAC Telegraphic Airworthiness Directive issued August 5, 1981, which superseded Airworthiness Directive n° 81-129-37(B)

The requirements of this A.D. are covered in FRG by LTA n° 81.151.

EFFECTIVE DATE : OCTOBER 28, 1981.