

Ministerie van Verkeer en Waterstaat
Rijksluchtvaartdienst

Luchtvaartinspectie (publ. Nr. 78/28)

10 februari 1978

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BIJZONDERE LUCHTWAARDIGHEIDSAANWIJZING

(BLA)

NETHERLANDS AIRWORTHINESS DIRECTIVE

Onder verwijzing naar BLA nr. 68-19-00 uitg. 3 (publ. nr. A110/77) en BLA nr. 74-70-00 uitg. 3 (MAL nr. 35/76) maakt de directeur Luchtvaartinspectie van de Rijksluchtvaartdienst de volgende Bijzondere Luchtwaardigheidsaanwijzing bekend.

Under authority of the Netherlands Regulations on the State Control of Aviation the Director Aeronautical Inspection of the Civil Aviation Department prescribes hereby the following Airworthiness Directive.

BLA nr. 78-26-22

FOKKER F. 28

Betreft: Smith autopilot pitch monitor computer.
Subject: Visual inspection of unit 658 SUE/2 autopilot deviation monitor module.

Van toepassing op: F.28 aircraft equipped with autopilot
Applies to: pitch monitor computer for CAT II operations.

Tijdstip van uitvoering: Compliance required before the next flight
Compliance: under CAT. II operating conditions.

Datum van inwerkingtreding: February 10, 1978
Effective Date:

Uitvoering: In accordance with Smith SB No. 22-1002.
Accomplishment: Because this SB is not available at the moment, the inspection and tests required are as follows:

- a) Check that wires coded yellow/red/red and yellow/red/slate are connected to printed circuit points t1 26a and t1 28a respectively. Reference should be made to Smith overhaul manual 22-10-30 pages 423 and 421 (issue december 1975).
If unit is in accordance with above manual details, strike-off mod. 03 on mod. plate on unit.

- b) Testing after refitting mod. 03 unit. Carry out bite check in accordance with Fokker maintenance manual 22-10-13 (operational test). Note that during the bite test 5 the autopilot may disengage immediately on initiation of test. If this occurs the autopilot may be re-engaged and the test allowed to proceed as indicated in the test procedure.

If unit is not in accordance with the information as given under a) the modification has to be carried out by an approved repair station for this kind of equipment.

All operators of the above mentioned aircraft are receiving this Service Bulletin directly from the aircraft manufacturer.

Note: Address inquiries regarding this Airworthiness Directive to:
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