

ministerie van verkeer en waterstaat
Ministry of Transport and Public Works

rijksluchtvaartdienst
Department of Civil Aviation

directie luchtvaartinspectie
Aeronautical Inspection Directorate



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BLA nr. 86-08 iss. 2

Date 03 July 86/69

FOKKER

Type: F.28

Seq.: 126

**BIJZONDERE LUCHTWAARDIGHEIDSAANWIJZING
(BLA)
NETHERLANDS AIRWORTHINESS DIRECTIVE**

Onder verwijzing naar BLA nr. 68-19-00 en BLA nr. 74-70-00 geeft de directeur Luchtvaartinspectie van de Rijksluchtvaartdienst de volgende Bijzondere Luchtwaardigheidsaanwijzing.

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

FLIGHT CONTROLS - HORIZONTAL STABILIZER CONTROL UNIT - PRODUCT IMPROVEMENT

Description:

Fatigue failure of the four original bolts may allow the ballnut to unscrew from the piston. In the unlikely event of a dual hydraulic system failure, uncontrolled movement of the horizontal stabilizer could occur. Therefore bolts with a higher tensile strength and a higher torque range are introduced. Accordingly the previous assembly procedure will be revised as detailed in paragraph 2.A of Menasco SB 27-76.

Applies to:

F.28 aircraft serial numbers:

11003 to 11195 inclusive 11991 and 11992.

If equipped with horizontal stabilizer control units p/n 11100-7 to 11100-(all dash numbers): serial numbers 101 to 338 inclusive, which do not have "SB 27-76" stamped on the name plate.

This change will be incorporated prior to delivery on aircraft serial numbers 11196 and subsequent.

Effective date: Iss. 1 February 21, 1986
Iss. 2 July 07, 1986

Compliance: Before December 31, 1987

Accomplishment: In accordance with Fokker Service Bulletin F.28/27-168 rev. 1 dated 30 June 1986 or later RLD-approved revision.

Remarks:

- 1) In respect to art. 88 par. 3 of the State Control of Aviation Act, this AD has to be accomplished by or under supervision of an approved company.
- 2) All operators of the affected aircraft are receiving ref. Service Bulletin directly from the manufacturer.
- 3) This Airworthiness Directive (BLA) cancels and replaces BLA 86-08 dated Febr. 21, 1986.

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Reason for revision:

iss. 2 - 1) Effectivity changed
2) Compliance changed

It appears that the majority of the affected horizontal stabilizer control units have not been modified, therefore the original compliance date creates a practical problem.

And as further investigation has revealed that, in three cases reported to Fokker, the failure occurred on ground after engine shut-down, it has been decided to change the compliance date into 31 December 1987.

Note: Address all inquiries regarding this Airworthiness Directive to:
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