



**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.

STABILIZER - VERTICAL STABILIZER - INTRODUCTION OF A REDUCED SPAN RUDDER TRIM TAB

Description:

Since the mandatory modification of the trim tab drive arm attachment in 1965, (refer to Fokker Service Bulletin F27/55-30 (B-169) (BLA 70-24-00)) seven further cases of rudder trim tab flutter have been reported. These usually occurred shortly after top of descent at speeds above 200 kts and produced severe rudder vibration. In some cases the trim tab was lost in flight and the rudder was damaged. No serious control problems were reported with respect to these cases, except in one, where the rudder jammed fully deflected to the right. The aircraft, however, landed safely.

Applies to:

F.27 aircraft serial numbers:

10102 to 10684 inclusive; 10686, 10687, 10689, 10690, 10691 and 10692.

Effective Date: October 10, 1986

Compliance: Required before March 01, 1988

Accomplishment: In accordance with Fokker Service Bulletin F27/55-62 dated 18 August 1986 or a 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 the ref. Service Bulletin directly from the manufacturer.

Note:

Address inquiries regarding this Airworthiness Directive to:

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