

ministerie van verkeer en waterstaat
Ministry of Transport and Public Works

rijksluchtvaartdienst
Department of Civil Aviation

directie luchtvaartinspectie
Aeronautical Inspection Directorate



BLA nr: 90-022 issue 2

Date : June 29, 1990

F O K K E R

Type: F.28 Mk.0100

Seq.: 045

Postbus 575 2130 AN Hoofddorp Tel. 02503 - 63131

**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.

LANDING GEAR - MLG TORQUE LINK DAMPERS - INSTALLATION

Description:

During a landing incident, the LH MLG of a Fokker F.28 Mk.0100 failed. Airworthiness Directive (BLA) 89-33 was issued, introducing a one-time inspection of the MLG-assembly and operational limitations. After thorough investigation, it has been concluded that the most probable cause of the landing gear failure was high-amplitude oscillation in a lateral torsional mode as a result of lack of positive damping. To prevent recurrence, the present Airworthiness Directive (BLA) calls for the introduction of a torque link damper at the apex of the MLG torque links. This will provide an adequate stability margin and will eliminate vibrations around 100 KTS ground speed, as reported in service. The daily inspection, as required by issue 1 of this AD, has now been incorporated into the Maintenance Review Board Document (T.R. 32-001) and the Aircraft Maintenance Manual, Chapter 05-10.

Effectivity:

F.28 Mk0100 aircraft serial numbers:

11244 to 11266 inclusive, 11268 to 11283 inclusive, 11286, 11289, 11291 to 11293 inclusive, 11295, 11297, 11300, 11303 and 11306.

Effective date: issue 1: March 13, 1990
issue 2: July 06, 1990

Compliance: required as indicated, unless already accomplished:

- 1) before further flight, insert APPENDIX 1 of this AD in the LIMITATIONS-section of the Airplane Flight Manual;
- 2) before further flight, insert APPENDIX 2 of this AD in the Master Minimum Equipment List;
- 3) before September 01, 1990, install the torque link damper units as outlined in the ref. Fokker Service Bulletin.

NOTE: After paragraph 3) has been accomplished, the limitations of par.1) and par.2) may be removed from the AFM and MMEL respectively.

NOTE: APPENDIX 1 and 2 were supplied with issue 1 of this AD and are not affected by this change.

Accomplishment: In accordance with Fokker Service Bulletin F100-32-034 dated March 09, 1990 or a later RLD-approved revision.

Reason for revision: issue 2: deletion of paragraph 4), due to the incorporation of the inspection into MRBD and AMM.

Remarks:

- In respect to art. 88 par 3 of the Civil Air Navigation Regulations, this Airworthiness Directive (BLA) must be accomplished by or under supervision of an approved company.
- All operators of the affected aircraft have received the ref. Service Bulletin and MRBD-pages directly from the manufacturer.
- This AD (BLA) supersedes BLA 90-022 dated March 13, 1990.

Note: Address inquiries regarding this AD to:

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A P P E N D I X 1

Operating Limitations

Flaps

Landing with 25 degrees flaps or less is not permitted, unless required by the applicable abnormal- or emergency procedures (e.g. engine failure, flap failure).

Lift Dumpers

Do not land without liftdumpers ARMED.

Auto Brakes (if applicable)

Do not use AUTO BRAKES during landing.

Brakes

When braking is necessary at speeds above 100 KTS, apply brakes firmly.

Maximum Wind Velocities for Landing

Do not land with a tail wind component of more than 5 KTS for aircraft with weights equal to or greater than 35,000 Kg (77,000 lbs.). For aircraft with weights below 35,000 Kg (77,000 lbs.) the maximum tail wind component is 10 KTS.

CAUTION: When applying rudder, take care that the brakes are not inadvertently applied.

A P P E N D I X 2

Amend the Master Minimum Equipment List as follows:

Change items 27-54-1 and 27-63-3:

CHAPTER 27	number installed	number required for dispatch	remarks
54-1 Alternate flap control system	1	1	must be operative
63-3 Lift dumper extension manual mode	1	1	must be operative