

# Airworthiness Directive of the Netherlands



Ministry of Transport, Public Works and Water Management

Directorate-General of Civil Aviation

Aeronautical Inspection Directorate

Bijzondere Luchtwaardigheids Aanwijzing (BLA)

## Caution

*In accordance with the Civil Air Navigation Regulations (RTL), Articles 76 and 88, the following Airworthiness Directive (BLA) is issued by the Director-General of Civil Aviation of the Netherlands (Directeur-Generaal van de Rijksluchtvaartdienst -RLD). Airworthiness Directives affect aviation safety. They are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive.*

BLA nr : 92-101/4 (A)

Date : January 28, 1994

FOKKER AIRCRAFT B.V.

Model F.28 series

Seq.: 152

Type Certificate Nr.:

A23F

## STABILIZERS - ELEVATOR GUST LOCK/SUPPORT STRUCTURE - INSPECTION/MODIFICATION

### Description:

One Fokker F.28 operator recently reported a failed elevator gust lock housing. During maintenance, the cockpit control column was moved with the gust lock ON and the hydraulic system activated. After the gust lock was disengaged, the elevator appeared to be obstructed. A subsequent investigation revealed that the two upper legs of the gust lock housing had broken off, while the housing itself was bent towards the tension regulator quadrant. The support structure on which the two lower legs were mounted was also damaged. Since this unsafe condition may exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) requires an inspection and, if found damaged, repair or replacement of the elevator gust lock housing and support structure.

### Effectivity:

F.28 aircraft (except Mk.0100), all serial numbers.

Effective date: February 04, 1994

Compliance: Required as indicated, unless accomplished previously:

(a) Within 30 days after the effective date of this directive, perform a detailed visual inspection of the gust lock housing and support structure for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS of Fokker Service Bulletin (SB) F.28/55-30 dated August 24, 1992 or a later RLD-approved revision;

**Note 1:** If no cracks are found, the normal inspection intervals in accordance with the Operator's Maintenance Program (OMP) apply.

**Warning:** WHEN CRACKS ARE FOUND, DO NOT USE THE ELEVATOR GUST LOCK SYSTEM UNTIL THE NECESSARY REPAIRS, REPLACEMENTS OR MODIFICATIONS HAVE BEEN ACCOMPLISHED.

(b) When cracks are found in one leg of the elevator gust lock housing, within the next 250 flight hours after the detection of the cracks, replace the housing with a serviceable part;

(c) When cracks are found in more than one leg of the elevator gust lock housing, before further flight, replace the housing with a serviceable part;

**Note 2:** Replacement of the elevator gust lock housing does not constitute terminating action for the inspections as required by the OMP (Ref. F28 Maintenance Circular Nr. 27-8, dated June 15, 1993).

(d) When cracks are found in the elevator gust lock support structure, reinspect the affected area for crack progression within the next 125 flight cycles after the detection of the cracks and replace or repair, as necessary, within the next 250 flight cycles after the detection of the cracks.

**Note 3:** Repair or replacement of the elevator gust lock support structure does not constitute terminating action for the inspections as required by the OMP (Ref. F28 Maintenance Circular Nr. 55-4, dated June 15, 1993).

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**Note 4:** After modifying the gust lock support structure in accordance with Fokker SB F.28/55-31 dated March 26, 1993, the repetitive inspections of the elevator gust lock support structure (Ref. F28 Maintenance Circular Nr. 55-4, dated June 15, 1993) are no longer required.

**Note 5:** After modifying the gust lock housing in accordance with Fokker SB F.28/27-182 dated January 17, 1994, the repetitive inspections of the elevator gust lock housing (Ref. F28 Maintenance Circular Nr. 27-8, dated June 15, 1993) are no longer required.

**Reason for revision:** To add Note 5, concerning an existing modification for the Elevator Gust Lock housing, which may be accomplished to provide terminating action for the repetitive inspection requirements.

**Remarks:**

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from the manufacturer.
- Compliance with this AD must be recorded in the proper Aircraft Log Book(s).
- Where applicable, the requirements of this AD must be integrated into the aircraft's Maintenance Schedule.
- This revision supersedes and cancels Airworthiness Directive (BLA) 92-101/3 dated July 12, 1993.

Address inquiries concerning this AD to:

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