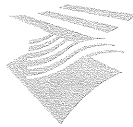


Airworthiness Directive of the Netherlands



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 : 93-132 (A)

Date : September 17, 1993

FOKKER AIRCRAFT B.V.

Model F.27 series

Seq.: 119

Type Certificate Nr.:

A22F

LANDING GEAR - NOSE-WHEEL STEERING MECHANISM - MODIFICATION

Description:

Several Fokker F.27 series operators have reported incidents concerning broken dowel pins in the Walter Kidde nose-wheel steering system. Additional reports have been received of elongated holes of the dowel pins. In some cases, broken dowel pins have resulted in loss of directional control after touch-down and the subsequent collapse of the nose landing gear. Investigation has revealed that these problems are caused by a reduced torque value of the bolt which connects the steering unit gearbox housing assembly to the nose landing gear pivot bracket. Since the unsafe condition described may exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) requires the self-locking nut P/N 5439-3300 of the affected steering unit attachment bolt P/N 246301 to be pre-torqued to 700-800 lbs-inch. Thereafter, an appropriate periodical check must be made to ensure continued safety.

Effectivity:

F.27 aircraft (except Mk.050), all serial numbers, if equipped with a Walter Kidde Nose-wheel Steering System (steering unit gearbox housing assembly) P/N 893954.

Effective date: October 01, 1993

Compliance: Required within the next 500 flight hours after the effective date of this AD, or before February 01, 1994, whichever occurs first.

Accomplishment: In accordance with Fokker Service Bulletin F.27/32-166 dated September 07, 1993 or a later RLD-approved revision.

Note: Fokker Aircraft has issued F.27 Maintenance Circular No. 32-6 dated April 30, 1993 which specifies the implementation of a periodical check of the torque value on the affected bolt.

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.

Address inquiries concerning this AD to:

Bureau Coordination & Technical Information (CTI)

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