

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 : 94-148 (A)

Date : November 24, 1994

FOKKER AIRCRAFT B.V.

Model F.27 series

Type Certificate Nr.:

A22F

WINGS - OUTER WING RIB-TO-STRINGER CONNECTIONS - INSPECTION/MODIFICATION

Description:

Some Fokker Model F.27 operators reported that rivet heads were missing at the rib-to-stringer connections of the upper and lower wing skin at stringers 5 and 6, at wing STA.11260, STA.11860, STA.12660, and STA.13460. The two aircraft concerned had accumulated 11,601 and 15,684 flight cycles respectively. Investigation revealed that on the Fokker Model F.27 production line, from aircraft serial number 10653, part number (P/N) MS20600AD4W2 rivets were used in the affected connections. These rivets have a lower allowable tensile strength than the rivets installed in the earlier production aircraft. This condition, if not corrected, may lead to a deteriorated structural integrity of the aircraft. Since an unsafe condition has been identified that is likely to exist on other aircraft of the same type design, this Airworthiness Directive (BLA) requires the inspection and, if necessary, modification of rib-to-stringer connections.

Applicability: Fokker Aircraft B.V. Model F.27 Mk.100 through Mk.700 series aircraft, serial numbers 10653 through 10692, unless both Fokker Service Bulletin (SB) F.27/57-68 Part 1 (Ref. BLA 91-058) and SB F.27/57-70 Part 1 (Ref. BLA 93-094) have already been accomplished.

Effective date: December 01, 1994

Compliance: Required as indicated, unless accomplished previously.

(a) Before accumulating 10,000 flight cycles since new, or within two calendar months after the effective date of this AD, whichever occurs later, inspect the affected upper and lower wing skin stringer-to-rib connections in accordance with Part 2 of the Accomplishment Instructions of Fokker SB F.27/57-74 dated November 15, 1994 or a later RLD-approved revision;

(1) If missing rivet heads are found, before further flight, repair the affected rib-to-stringer connection(s), as necessary, in accordance with Part 1 of the Accomplishment Instructions of Fokker SB F.27/57-74 dated November 15, 1994 or a later RLD-approved revision;

(2) If no missing rivet heads are found, no further action is required **at this time** and the aircraft may be returned to service.

(b) Before accumulating 10,000 flight cycles since new, or within one calendar year after the effective date of this AD, whichever occurs later, replace the P/N MS20600AD4W2 rivets with P/N CR3553P4 rivets in all affected upper and lower wing skin rib-to-stringer connections in accordance with Part 1 of the Accomplishment Instructions of Fokker SB F.27/57-74 dated November 15, 1994 or a later RLD-approved revision.

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).

Address inquiries concerning this AD to:

Bureau Coordination & Technical Information (CTI)

Telephone 31-(0)2503-63155; Facsimile 31-(0)2503-40741; Telex 74592 rldli nl

Correspondence address

P.O. box 575, 2130 AN Hoofddorp, the Netherlands

Telephone 31-(0)2503-63131