



Airworthiness Directive of The Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

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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. These 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 : 1996-147 (A)

Date : December 23, 1996

FOKKER SERVICES B.V.
(formerly Fokker Aircraft B.V.)

Model F.28 Mk.0070 and Mk.0100

RLD Type Certificate Nr.:

T-100-87

LANDING GEAR - MLG TORQUE LINK CONNECTIONS - INSPECTION

Description:

On December 17, a Fokker F.28 Mk.0070 was involved in an incident where the take-off was aborted, at a speed between 100-130 knots, due to vibration suspected to originate from the Main Landing Gear (MLG). Subsequent investigation revealed that on the RH MLG Torque Link, the locking bolt and -plate of the apex joint had come loose, allowing the apex bolt, which connects the upper and lower torque links, to loosen as well. In addition, the locking wire, intended to secure the locking bolt, was missing. The LH MLG on the same aircraft was also found to have the lockwire missing from the affected bolt. All parts of the MLG were then inspected for damage and re-installed in accordance with the applicable Aircraft Maintenance Manual (AMM) procedure. A subsequent review of the applicable maintenance documents for both Messier-Dowty and Menasco MLG assemblies revealed no reference to the locking wire. Since an unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, this Airworthiness Directive (BLA) requires a one-time inspection of all MLG Torque Link Assemblies, and corrective action, as necessary.

Applicability: **Fokker Aircraft B.V.** Model F.28 Mk.0070 and Mk.0100 aircraft, all serial numbers.

Effective date: December 27, 1996

Compliance: Required as indicated, unless accomplished previously.

(a) For aircraft equipped with **Menasco Aerospace, Ltd.** MLG Assemblies, within the next 5 calendar days after the effective date of this directive, accomplish the inspection of all affected MLG Assemblies, including units held as spares, in accordance with the procedures as outlined in Fokker Services' All Operator Message AOF100.013, Reference TS96.68988, dated December 19, 1996;

Note : Menasco Service Bulletin 41050-32-13, dated December 20, 1996 also pertains to this subject.

(b) For aircraft equipped with **Messier-Dowty, Ltd.** MLG Assemblies, within one calendar month after the effective date of this directive, accomplish the inspection of all affected MLG Assemblies, including units held as spares, in accordance with the procedures as outlined in Fokker Services' All Operator Message AOF100.013, Reference TS96.68988, dated December 19, 1996;

(c) As of the effective date of this directive, no spare MLG assembly may be installed as replacement, unless inspected in accordance with the requirements of paragraph (a) or (b) of this directive, as applicable.

(d) Regardless of the findings, report the results of the inspection, as required by paragraph (a) or (b) of this directive, as applicable, to Fokker Services B.V.

Remarks:

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **Fokker Services B.V., Technical Support Dept., P.O.Box 75047, 1117 ZN Schiphol Airport, The Netherlands;** telephone (31) 20-605-2136; facsimile (31) 20-605-2790.
- 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)23-566 3155; Facsimile 31-(0)23-562 3848; Telex 74592 rldli nl