



## Airworthiness Directive of The Netherlands

Bijzondere Luchtwaardigheids Aanwijzing - BLA

Correspondence address  
P.O. Box 575, 2130 AN Hoofddorp, The Netherlands

### 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 : 1998-058 (A)

Date : May 29, 1998

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

Model F.28 Mk.0070, Mk.0100

RLD Type Certificate Nr.:

T-100-87

### LANDING GEAR - MLG APEX JOINT & SHIMMY DAMPER ATTACHMENT - INSPECTION

#### Description:

One operator reported a landing incident with a Fokker F.28 Mk.0070 where heavy vibration was felt during roll-out, coming from the main landing gears. The initial inspection, after the aircraft had been stopped on the runway, revealed the torque links of the RH MLG to be disconnected at the apex joint. Apparently the nut of the apex bolt had become detached, resulting in the upper and lower torque links to disengage. Eventually, the apex bolt, nut and locking plate were retrieved and found to have sustained only minor damage, the bolt still being wire-locked to the locking plate. After subsequent inspections on other aircraft, as advised by Fokker Services' All Operator Message AOF100.45 dated April 20, 1998, two operators reported some cases of loss of torque on the Torque Link centre joint apex bolt, although all locking plates were found correctly installed and secured. In a few cases, loss of torque was also found on the shimmy damper attachment bolts. This condition, if not corrected, may lead to vibration (shimmy) and damage to bushings and spacer, which could result in further landing incidents. 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 removal, inspection and re-installation of the MLG Torque Link Apex bolts and Shimmy Damper attachment bolts.

**Applicability:** Fokker Aircraft B.V. Model F.28 Mk.0070 and Mk.0100 aircraft, all serial numbers, if equipped with Menasco Aerospace MLG Units (LH) P/N 41050-5, 41050-7 or P/N 41060-1; and (RH) P/N 41050-6, 41050-8 or P/N 41060-2.

**Menasco Aerospace** Main Landing Gear units held as spares, P/N 41050-5, -6, -7 and -8 and P/N 41060-1 and -2, all serial numbers.

Effective date: July 1, 1998

**Compliance:** Required as indicated, unless accomplished previously.

(a) Within six weeks after the effective date of this directive, inspect the Main Landing Gear Apex Joint and Shimmy Damper in accordance with the Accomplishment Instructions of Fokker 70/100 Service Bulletin F100-32-113 dated May 28, 1998 or a later RLD-approved revision.

(b) As of the effective date of this directive, no affected spare MLG unit may be installed as a replacement part unless it has been inspected in accordance with the requirements of this directive.

(c) Within ten calendar days after the inspection as required by paragraph (a) of this directive, report the results of the inspection to Fokker Services, address indicated below.

**Note :** Fokker Services' All Operator Messages AOF100.45 dated April 20, 1998 and AOF100.49 dated May 15, 1998 also pertain to this subject.

#### 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) 20-605-2047; facsimile (31) 20-605-2000.
- 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