

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 : 94-095 (A)

Date : July 15, 1994

FOKKER AIRCRAFT B.V.

Model F.28 series

Type Certificate Nr.:

A23F

CORRECTION

LANDING GEAR - MLG HYDRAULIC CONTROL SYSTEM FLEXIBLE LINE (HOSE) - REPLACEMENT

Description:

Recently, a Fokker Model F.28 Mk.0100 aircraft was involved in a landing accident, whereby the RH MLG collapsed. The subsequent investigation also considered the earlier Model F.28 series aircraft, specifically those in a pre- Service Bulletin F.28/32-123 -configuration (Introduction of MLG Hydraulic Hoses with built-in Restrictor Check-Valve). This revealed that, in this configuration (i.e. without restrictor check valve), sudden movement of the MLG retraction actuator may lead to the pressurization of the MLG downlock actuator and subsequent lifting of the MLG toggle links. Sudden movement of the retraction actuator, although a few millimeters only, may occur when the aircraft touches down at a relatively large "crab-angle." When subjected to the resulting side-loads, the Main Landing Gear may then retract. Further testing also showed that installation of a restrictor check valve in the connection to the UP-port of the MLG actuator practically eliminates this phenomenon. The original design of the hydraulic control system in the earlier Model F.28 Mk.1000 through Mk.4000 series does not include such a check valve. Since an unsafe condition has been identified that is likely to exist or develop on aircraft of this type design, the present Airworthiness Directive (BLA) is issued to prevent the occurrence of phenomena described above and requires the replacement of the affected flexible hydraulic line (hose), Part Number (P/N) A71462-401 with an improved hose, P/N 97867-1, that has a built-in restrictor check valve.

Applicability: Fokker Aircraft B.V. Model F.28 Mk.1000 through Mk.4000 series, all serial numbers, if equipped with flexible hydraulic line (hose), P/N A71462-401.

Effective date: August 01, 1994

Compliance: Required within one calendar year after the effective date of this Airworthiness Directive, unless accomplished previously.

Accomplishment: In accordance with Fokker Service Bulletin F.28/32-123 dated January 24, 1977 or Revision 1, dated June 30, 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:

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