

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: NM-11-23 **Date:** March 15, 2011

SUBJ: Landing Gear: Main Landing Gear Truck Beam *This is information only. Recommendations aren't mandatory.*

Introduction

This Special Airworthiness Information Bulletin (SAIB) advises registered owners and operators of **The Boeing Company Model 767-400ER airplanes** of an airworthiness concern regarding the inner bore of the main landing gear (MLG) truck beam.

Background

A recent incident occurred during taxi out for flight on a Model 767-400ER airplane, which resulted in fracture of a MLG truck beam. The fracture occurred aft of the pivot joint and resulted in partial collapse of the MLG. (It has been determined that this incident is not related to the truck beam pivot joint.) This airplane was in-service for nine years and had accumulated 40,581 total flight hours and 6,062 total flight cycles at the time of the incident. Preliminary data revealed corrosion damage in the inner diameter of the truck beam, and the aft drain hole was blocked and not draining properly. Overhaul of certain other Model 767-400ER airplanes having this MLG truck beam revealed two additional incidents of corrosion damage and pitting in the same area where the fracture was found. This type of heavy, localized corrosion has not been reported on any additional Model 767 airplanes having this MLG truck beam.

Boeing has issued service information to provide operators with guidelines for reapplying the fillet seal around the MLG forward tow fittings, inspecting the aft drain passages for blockage, and cleaning of the MLG drain passage if necessary. The service information also provides guidelines for inspecting the inside diameter of the MLG truck beam for corrosion and damage to the primer, and applicable corrective actions.

At this time, the airworthiness concern is not an unsafe condition that would warrant Airworthiness Directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) Part 39.

Recommendations

The FAA recommends that all owners and operators of Model 767-400ER airplanes comply with the actions outlined in Boeing Alert Service Bulletin 767-32A0225, dated January 6, 2011.

For Further Information Contact

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For Related Service Information Contact

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