



**United Kingdom  
Civil Aviation Authority**

**AIRWORTHINESS  
DIRECTIVE**

**AD No: G-2004-0022**

Issue Date: 25 August 2004

This AD is issued by the UK CAA acting for and on behalf of the European Aviation Safety Agency as the Primary Aviation Authority (ICAO Annex 8 Authority of State of Design) for the affected product(s).

Approved by the European Aviation Safety Agency under approval number 2004-9033 on 24 August 2004.

In accordance with Article 9(7)(b) of the Air Navigation Order 2000 as amended the following action required by this Airworthiness Directive (AD) is mandatory for applicable aircraft registered in the United Kingdom.

No person may operate an aircraft to which an AD applies except in accordance with the requirements of that AD unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holders Name:

**SHORT BROTHERS PLC**

Type/Model Designation(s):

**SD3-60, SD3-SHERPA, SD3-60 SHERPA**

Type Certificate Data Sheet No: BA11

Superseded AD: 007-08-92

**ATA 32 - LANDING GEAR – MAIN LANDING GEAR – REAR PINTLE PIN – INSPECTION OF  
BUSH ASSEMBLY AT FORK END**

Manufacturer(s): Short Brothers PLC

Applicability: Models SD3-60, SD3-Sherpa and SD3-60 Sherpa aeroplanes, certificated in any category.

**Reason:** Following an incident on an SD3 aircraft where a main landing gear rear pintle pin fork end failed. Investigation by the landing gear manufacturer determined that the primary cause of the failure was attributable to corrosion under the bushes in the fork end. Deteriorated or missing sealant around the edges of the bushes allowed the ingress of moisture and allowed the onset of corrosion. The CAA published Airworthiness Directive (AD) 007-08-92 which mandated accomplishment of Messier Dowty Service Bulletin 32-70SD and Shorts Service Bulletin SD360-32-33 to detect and correct corroded components.

Since the publication of AD 007-08-92 the aircraft manufacturer has informed the CAA of another incident on an SD3 aircraft where the pintle pin fork end had cracked. This AD supersedes CAA AD 007-08-92 and requires further inspections to identify damaged pintle pin fork ends.

Effective Date: 9 September 2004

continued on next page

**Compliance/Action:** Required at the next 'B' check, but no later than three months after the effective date of this AD, Carry out an inspection of the main landing gear rear pintle pin assemblies for correctly applied sealant in accordance with Shorts Service Bulletin SD360-32-37, SD3 SHERPA-32-5 or SD360 SHERPA-32-4 Section 1.C Part A, as applicable or later EASA approved revision.

If the sealant is incorrectly applied, at the next 'C' Check, but no later than 12 months after the effective date of this AD, perform a magnetic flaw detection inspection of the rear pintle pin fork ends in accordance with Shorts Service Bulletin SD360-32-37, SD3 SHERPA-32-5 or SD360 SHERPA-32-4 Section 1.C Part B, as applicable or later EASA approved revision.

Cracked pintle pin fork ends must be replaced with a serviceable item that has been inspected in accordance with this AD before further flight.

**Reference Publications:** Shorts Service Bulletins SD-360-37, SD Sherpa-32-5 and SD360 Sherpa-32-4 may be obtained from Short Brothers PLC, PO Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland.

**Remarks:** Enquiries regarding this AD may be directed to Civil Aviation Authority, Safety Regulation Group, Certification and Approvals Department, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom. Phone: +44 (0) 1293 573289, Fax: +44 (0) 1293 573976, e-mail: peter.moule@srg.caa.co.uk