



ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-038/2003

Datum vydání: 11. dubna 2003

FOKKER SERVICES B.V.

F.27

LETOUN - KŘIDELKA - KONTROLA/VÝMĚNA

Týká se: letadel vyrobených firmou Fokker Aircraft B.V. - F.27 Mk.100 až Mk.700 včetně, všech výrobních čísel.

Datum účinnosti: 12. června 2003

Provést v termínech:

Jak je popsáno v BLA 2003-037 (A), od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle BLA 2003-037 (A) (příloha tohoto PZZ).

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Stibůrek.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě BLA 2003-037 (A).

Ing. Pavel MATOUŠEK
ředitel

BLA nr. 2003-037 (A)

Date: March 31, 2003

FOKKER SERVICES B.V

(formerly Fokker Aircraft B.V.)

Model F.27 series

CAA-NL Type Certificate Nr. A22F

FLIGHT CONTROLS - AILERON SPRING TAB BALANCE UNIT - INSPECTION/REPLACEMENT

Description :

Recently, the CAA-NL received a report from an operator where the crew of an F.27 "Friendship" had to apply aileron trim during heavy turbulence in flight. After landing, inspection revealed that the left-hand aileron was hanging down one inch (approx. 25 mm). Subsequently, a detailed inspection uncovered damage to the stop of the aileron spring tab. In addition, the skin was damaged due to overtravel of the push-pull rod. After removal from the aircraft, the affected aileron was inspected closely and a crack was found in the upper inboard attachment lug of the aileron spring tab balance unit housing. Investigation of the magnesium housing of the aileron spring tab balance unit showed that the crack had most likely started as a result of corrosion. Failure of this lug caused deformation in the aileron at the attachment points of the spring tab balance unit, resulting in a permanent deflection of the spring tab. This condition, if not corrected, could lead to further incidents of diminished control of the aircraft in turbulence. In addition, failure of all four attachment lugs could result in total loss of roll control for the affected wing. Since an unsafe condition has been identified that is likely to exist or develop on other aircraft of the same type design, this BLA requires the inspection and, if cracks are found, the replacement of the aileron spring tab balance unit.

Applicability : Fokker Aircraft B.V. Model F.27 Mk.100 through Mk.700 series, all serial numbers

Effective date : May 1, 2003

Compliance : Required as indicated, unless accomplished previously.

Within the next two years after the effective date of this directive, inspect and, if necessary, replace the aileron spring tab balance units in accordance with Part 2, Accomplishment Instructions of Fokker Service Bulletin F27/27-137 dated March 19, 2003 or later CAA-NL approved revision.

Remarks :

- Operators of the affected aircraft may obtain copies of the referenced service information upon request directly from **Fokker Services B.V., Technical Services Dept., P.O.Box 231, 2150 AE Nieuw-Vennep, The Netherlands; telephone (31) 252-627-350; facsimile (31) 252-627-211; e-mail technicalservices.fokkerservices@stork.com.**
- Compliance with this directive must be recorded in the proper Aircraft Log Book(s).

Address inquiries concerning this AD to :

Aircraft Division, Section C&D; telephone +31-23-566-3155; facsimile +31-23-566-3006; e-mail Info.Register@ivw.nl.