

Section 1. Swedish Manufactured Aeronautical Products

**AIRWORTHINESS**

**DIRECTIVE No:** 1-060 Revision A

**AIRCRAFT TYPE:** SAAB SF 340A and SAAB 340B.

**SERIAL No:s**

**AFFECTED:** SAAB SF340-004 through -159. SAAB 340B-160 through -260.

**SUBJECT:** Inspection and repair of elevator and aileron coves.

**BACKGROUND:** It has been reported on one aircraft during approach, that when the pilot disengaged the autopilot he found the elevators required additional force to operate them correctly.

Inspection of the elevator cove revealed that delamination had taken place, between the composite structure and the aluminium foil. Water entry in the delamination froze and the aluminium foil was raised further causing contact with the elevator. Delamination and freezing of the trapped water may ultimately lead to jamming.

The design of the elevator cove is similar to the aileron cove, a composite structure with conductive layer (aluminium foil, conductive paint or expanded aluminium foil (stretched metal - Al. net).

**REFERENCE**

**DOCUMENTS:** | Saab Aircraft AB Service Bulletin SAAB 340-51-012 dated 10 November, 1993.

**ACTIONS:** | Perform actions described in Saab Aircraft AB Service Bulletin SAAB 340-51-012 dated 10 November, 1993 or later revision.

**COMPLIANCE**

**TIME:** A. Within 500 flight hours after effective date of this SAD, perform inspection of the coves to verify the type of antistatic protection, Ref. para. 2.B in SB SAAB 340-51-012 dated 10 November 1993. If the cove has conductive paint or expanded aluminium foil (stretched metal-AL net) no further action is needed.

The actions contained in this directive and reference document(s) have been classified as mandatory for aircraft on Swedish register.

- B. If the cove is protected with aluminium foil, perform detailed inspection for delamination.
- C. If delamination of the aluminium foil is found, corrective action is required according to ALT 1 or ALT 2.

ALT 1      Temporary repair, and continued detailed visual inspection every 800 flight hours until a permanent repair is performed.

ALT 2      Permanent repair, and no further action required.

If no delamination of the conductive aluminium foil is found, continue the detailed visual inspection every 800 flight hours.

- D. The repetitive inspection will be incorporated in the MRB Report.

**EFFECTIVE**

**DATE:**                      15 November 1993

**LUFTFARTSVERKET**  
**Flight Safety Department**

**LFS: 1994:3**