

Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE No: 1-064 Rev R1

AIRCRAFT TYPE: SAAB SF340A and SAAB 340B

SERIAL No:s

AFFECTED: SAAB SF340A -004 through -159 . SAAB 340B -160 and up.

SUBJECT: Operational test of the Propeller - Brake valve limit - switch

BACKGROUND: One operator found that the propeller brake system did not operate correctly. The propeller started to turn when:

- The engine was in operation
- The propeller brake was engaged
- The hydraulic pump was set OFF.

No PROP BRAKE warning occurred. When the propeller-brake valve-limit-switch operates correctly, it gives inputs to the warning system when the hydraulic pressure decreases to below 2350 PSI. The propeller stopped when the pilot set the hydraulic pump to ON (which increases the hydraulic pressure in the system)

REFERENCE

DOCUMENTS: Saab Aircraft AB Service Bulletin SAAB 340-61-032 dated 27 June 1994, or later revision.

ACTIONS: Perform actions described in Saab Aircraft AB Service Bulletin SAAB 340-61-032 dated 27 June, 1994, or later revision.

Incorporation of Saab Aircraft AB Service Bulletin 340-61-33 dated 06 March, 1995, is accepted as an alternative means of compliance with this SAD and will remove the periodical inspection requirement.

COMPLIANCE

TIME: To be performed within 100 flight hours (FH) after effective date of this SAD and repeated every 100 flight hours (FH).

Effective Date: 1995-03-24

LUFTFARTSVERKET
Flight Safety Department
LFS: 1995:19

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