

Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE No: 1-067

AIRCRAFT TYPE: SAAB SF340A and SAAB 340B

SERIAL No:s

AFFECTED: SAAB SF340A-004 through -159, SAAB 340B-160 through -379

SUBJECT:

Engine Controls - Control Quadrant - Installation of a Beta Stop Mechanism

BACKGROUND:

Manipulation of power levers below flight idle stop when airborne has caused one accident and several incidents including uncontrolled flight, power loss on one or both engine as well as severe engine damage. Due to this situation an automatic power lever stop will be implemented in the fleet over the next two years.

Despite a warning placard (Mod No. 2568, SB 340-76-033) in the cockpit, during a recent incident both power levers unintentionally were moved below FLIGHT IDLE on final approach and one engine flamed out completely. The other engine did relight automatically. Therefor it is decided to provide the fleet with a manually operated flight idle stop. The introduction of a Beta Stop Mechanism prevents any power lever from being unintentionally moved into beta range during power lever retardation while in flight provided appropriate operating procedure is used by the crew.

This action is an interim improvement until the automatic power lever stop is incorporated. This will be covered by a separate Airworthiness Directive (to be issued).

**REFERENCE
DOCUMENTS:**

Saab Aircraft AB Service Bulletin SAAB340-76-034 dated 4 January, 1995, or later revision.
Operations Bulletin No. 49 SF340A, Operations Bulletin No. 23 340B.

ACTIONS:

Perform actions described in Saab Aircraft Service Bulletin SAAB 340-76-034 dated 4 January, 1995, or later revision.

COMPLIANCE

TIME:

To be performed within 60 days after effective date of this SAD.

Norrköping 1995-01-09

**LUFTFARTSVERKET
Flight Safety Department**

LFS: 1995:4

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