

Section 1. Swedish Manufactured Aeronautical Products

**AIRWORTHINESS
DIRECTIVE No:**

1-072

AIRCRAFT TYPE: SAAB SF340A and SAAB 340B

SERIAL No:s

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

SUBJECT: Wings - Flaps - Inspection and Modification of the Flap Fittings at WS 123.38

BACKGROUND: In one known case, one flap has been reported jammed. The rear lug of one of the flap fittings at WS 123.38 was found broken and the bushing in the lug was worn. It was determined that an unfavourable tolerance combination of the parts in this case had resulted in high bearing stress on the bushing. High bearing stress can occur on the bushings in the flap fittings because of short bushings (hole-bolts).

The result of high bearing stress on the bushings can be:

- Worn bushings
- Elongated holes
- Vibrations
- Cracked flap fittings which in worse case can lead to jammed flaps.

Installation of improved bushings will prevent this occurrence.

**REFERENCE
DOCUMENTS:**

Saab Aircraft AB Service Bulletin SAAB 340-57-027 dated 20 April, 1995, or later revision.

ACTIONS:

Perform inspection and modification described in Saab Aircraft AB Service Bulletin SAAB 340-57-027 dated 20 April, 1995, or later revision.

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

**COMPLIANCE
TIME:**

1. Visual inspection to be performed within 800 flight hours after effective date of this SAD.
 - If any visible cracks are found at the flap fittings, replace the flap fittings.
 - If no cracks are found and the flap fittings are not modified or replaced, repeat the inspection every 800 flight hours.
2. Inspection and Modification Part 1, 2 or 3 as appropriate to be performed within the next 4500 flight hours.

MODIFICATION PART 1:

Installation of improved bushings.

MODIFICATION PART 2:

Installation of oversize bushings in the flap fittings and installation of improved bushings. (If the inspection of the flap fittings shows damage to the holes or to the swagged bushings.)

MODIFICATION PART 3:

Installation of the new improved flap fittings and installation of improved bushings. (If any of the flap fittings shows signs of damage or cracks.)

**EFFECTIVE
DATE:**

21 April, 1995

**LUFTFARTSVERKET
Flight Safety Department**

LFS: 1995: 25