
Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE NO: 1-128

AIRCRAFT TYPE: SAAB SF340A and SAAB 340B

SERIAL No:s SAAB SF340A -004 through -159

AFFECTED: SAAB 340B -160 through -439

SUBJECT: Engine controls - Power controls - securing Control Quadrant Power Cam Screw

BACKGROUND: One operator has reported two instances of Power Lever (PL) binding. The cause of this are that the screws holding the spacer between the two PL cams in the flight idle stop unit are of an incorrect type and therefore not properly secured. There is a risk the screws have not properly engaged in the locking device in the Heli Coil insert. The vendor has not been able to identify the specific control quadrants affected.

The result of this is that the screws can back out and interfere with the PL and limit the movement to maximum 80 % power or prevent PL movement in the ground power range.

This condition, if it occurs, will affect aircraft performance in case of a rejected take-off or go-around with single engine operation. This condition could be critical if the aircraft is operating at performance limits and the movement of the PL for the live engine is limited.

REFERENCE DOCUMENTS: Saab Aircraft AB Mandatory Service Bulletin SAAB 340-76-042 dated 28 May, 1998.

ACTIONS: Perform actions described in Saab Aircraft AB Mandatory Service Bulletin SAAB 340-76-042 dated 28 May 1998, and its attachments 1, 2 and 3.

COMPLIANCE TIME: To be performed within 1200 flight hours or no later than 6 months whichever occur first after the effective date of this SAD.

EFFECTIVE DATE: 29 May, 1998

LUFTFARTSVERKET
Aviation Safety Department

LFS 1998:40

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

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