

Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE NO: 1-134

AIRCRAFT TYPE: SAAB SF340A and SAAB 340B

SERIAL No:s SAAB SF340A -004 through -159

AFFECTED: SAAB 340B -160 through -451

SUBJECT: Landing gear - Wheels and tires - Examine and remove from service nose wheel assemblies with subassemblies that are not correctly heat treated

BACKGROUND: This SAD is issued to inform operators that the castings in some inboard Wheel Subassemblies 5006490 and Outboard Wheel Subassemblies 5006488 that are in Wheel Assembly 5006227 were not properly heat treated during a special process designed to decrease the porosity. The nose wheel assemblies and subassemblies specified by the serial numbers shown in Figure 1 in attachment 1 of the Saab Aircraft AB Service Bulletin SAAB32-116 Revision 1 dated 9 november 1998, have a decrease in strength and must be removed from service. The low strength nose wheel assembly has been proven to meet the minimum burst pressure requirements by a laboratory test and passed a "drop test" for yield showing no permanent set. Removal of the specified wheels is required as a precaution against possible loose bearing cups and decreased fatigue life.

REFERENCE DOCUMENTS: Saab Aircraft AB Service Bulletin SAAB 340-32-116 Revision 1 dated 9 November, 1998 and its attachment 1, ABSC Alert SB SAAB 340-32-A53. (First issue of SAAB 340-32-116 included this bulletin).

ACTIONS: Perform actions described in Saab Aircraft AB Service Bulletin SAAB 340-32-116 Revision 1, dated 9 November 1998, (Same technical content and compliance time as Aircraft Braking Systems Alert Service Bulletin SAAB 340-32-A53) or later revisions.

COMPLIANCE TIME: According to Saab Aircraft SB 340-32-116 Revision 1 (Same technical content and compliance time as Aircraft Braking Systems Alert Service Bulletin SAAB 340-32-A53) or later revisions.

EFFECTIVE DATE: 10 November, 1998

LUFTFARTSVERKET
Aviation Safety Department

LFS 1998:75

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

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