

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickundersökning av infästningen för nosstället

GÄLLER: Modeller och typer angivna i bifogad kopia av DGAC AD 83-206 (A)R2

ÅTGÄRD: Utför sprickundersökning i enlighet med Pierre ROBIN SB nr 101 rev. 2 daterad 29 januari 1992 eller senare utgåva.

TID FÖR ÅTGÄRD: Inom tider och intervaller angivna i bifogad kopia av DGAC AD 83-206 (A)R2 eller senare utgåva.

UNDERLAG: DGAC AD 83-206 (A)R2
Pierre ROBIN SB nr 101 rev. 2 eller senare utgåva.

REFERENS: DGAC AD 83-206 (A)R2

UTGIVNINGS-DATUM: 1992-04-02

LFS: 1992:12

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspections and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive

Translation of 'Consigne de Navigabilité'

Réf.: 83-206(A)R2

In case of any difficulty, reference should be made to the French original issue.

Pierre ROBIN aircraft

Bottom bracket of nose landing gear leg

This Airworthiness Directive concerns Pierre ROBIN aircraft :

- . DR 300 all types equipped with Avions Pierre ROBIN landing gear DR 400 all types, HR 200 all types, HR 100/200, HR 100/200 B, HR 100/210, HR 100/210 D, R 2000 all types, R 1000 all types, all serial numbers.

Reports from field have revealed cracks on the lower plate and its welding to the strut as indicated in Pierre ROBIN SB n° 101 Rev. 2.

If the width of the lower plate is 84 mm at the next 500 hours inspection, and if the width is less than 84 mm at the next 100 hours inspection after the effective date of this Airworthiness Directive, check areas by dye penetrant inspection as indicated in Pierre ROBIN S.B n° 101 Rev. 2.

If no crack is found, return aircraft to service not exceeding 100 or 500 hours T.I.S. according width of plate.

A. If a crack is found in the welding area, proceed to following operations :

1. If the crack runs along the circumference and is less than 15 mm long max. or/and radial crack is less than 8 mm long max., return aircraft to service and reinspect thereafter at intervals not exceeding 25 hours T.I.S.
2. If cracks are longer than above values, stop flights and return the strut to the manufacturer for repair.

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February 19, 92

Pierre ROBIN aircraft

83-206(A)R2

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- B. If a crack is found on the lower plate under nose gear lock, stop flights and return the strut to the manufacturer for repair.

Record the application of this Airworthiness Directive on the Aircraft Logbook.

Ref. : Pierre ROBIN SB n° 101 Rev. 2 dated January 29, 1992

The present revision 2 cancels and replaces A.D. 83-206(A)R1 dated July 15, 1987.

EFFECTIVE DATE : FEBRUARY 29, 1992