LUFTFARTSVERKET
Luftfartsinspektionen

LUFTVÄRDIGHETSDIREKTIV
(LVD)

Flygplan
Pilatus Britten-Norman
LVD Nr 2579

Sektion 2. Utlandstillverkad flygmateriel

TITEL: **Kontroll av Century 31 autopilotens höjdtrimlinor för nötskador**

GÄLLER: BN2A och 2B Islander och BN2T Turbine Islander.

ÅTGÄRD: Utför åtgärder angivna i Pilatus Britten-Norman Service Bulletin BN-2/SB.217.

TID FÖR ÅTGÄRD: Inom 50 flygtimmar och därefter i intervall av 100 flygtimmar.

UNDERLAG: CAA AD 007-09-94 (kopia bifogad)
Pilatus Britten-Norman Service Bulletin BN-2/SB.217

REFERENS: CAA AD 007-09-94.

UTGIVNINGS-DATUM: 1994-12-22

LFS: 1994:46

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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.

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CAA AIRWORTHINESS DIRECTIVE 010-08-94

APPLICABILITY FLS Aerospace (Lovaux) OA7 Optica aircraft installed with the Hoffmann fan and fan shaft extension, upto and including Serial No. 22.

SUBJECT - DESCRIPTION Fan shaft extension.

COMPLIANCE - REQUIREMENT (SUMMARY) Compliance is required with Parts A and B of FLS Aerospace Service Bulletin B2/MSB/006 within the next 50 hours of operation. Compliance with Part C of the bulletin must be accomplished within the next 200 hours of operation. Part A of the Service Bulletin requires an inspection of the four counterbores on the fan shaft extension to engine attachment flange for correct depth and cracks. If counterbores exceed 4.5 mm in depth and no cracks are found Part B, repair drawing R1299 must be embodied prior to further flight. If cracks are found the manufacturer must be informed immediately. Part C of the bulletin covers Modification B2/MOD/047 which introduces a modified fan shaft extension. This action is required because the attachment of the Hoffmann fan to the Textron Lycoming engine is made by a fan shaft extension. The extension is attached to the engine propeller flange by six bolts. Of the six bushes on the propeller flange, four require a counterbore to be made in the flange of the extension. It has been identified that due to an error in the manufacturing process, the depth of the four counterbores may have exceeded limits and thus reduced the integrity of the fan to engine attachment.

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CAA AIRWORTHINESS DIRECTIVE 007-09-94

APPLICABILITY Pilatus Britten-Norman BN2A and 2B Islanders and BN2T Series Turbine Islander aircraft, including those styled Defender, having the Century 31 Autopilot System fitted to Modification NB/M/1271 or Century 2000 Autopilot System fitted to Modification NB/M/1488. No incidents have been reported by operators having the Century 2000 Autopilot System installed to Modification NB/M/1488, however, this system also uses the cable Part No 30B752 and is therefore included in the applicability.

SUBJECT - DESCRIPTION Flight Controls - Century 31 autopilot system elevator trim cable splice - Wear and/or fraying.

COMPLIANCE - REQUIREMENT (SUMMARY) Compliance is required with Pilatus Britten-Norman Service Bulletin BN-2/SB.217 not later than 50 flying hours from receipt of the bulletin and thereafter at every 100 flying hours until further notice. The Service Bulletin requires an inspection of the pitch trim servo cables passing through the fairleads, and the outer cable (30B752) at each frame position either side of the fairlead for signs of wear or fraying. Any damaged cable (30B752) must be replaced. This action is required because reports have been received of wear and eventual fraying of the elevator trim cable splice. Investigation has shown that the positions of the wear and fraying areas on the cable corresponded with the positions of the fairleads at frame stations 352.4, 383.45 and 390.6. The standard trim cable installed in the elevator trim system (pre-mod NB/M/1271) is of a stronger construction, resistant to abrasion, less flexible than the autopilot trim cable and not affected by the bulletin. The autopilot trim cable, however, is required to be more flexible due to its application around small diameter pulleys and appears to be less resistant to abrasion. As the cable run, when installed with a servo, appears to rub occasionally on the fairleads, it is concluded that this is a possible cause of wear.

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