
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av vridrör för fotbroms

GÄLLER: B121 Serierna 1, 2 och 3.

ÅTGÄRD: Utför åtgärder i enlighet med Jetstream Aircraft Service Bulletin B121/103.

TID FÖR ÅTGÄRD: I tid och intervall angivna i bifogad kopia av CAA AD 003-10-95.

UNDERLAG: Jetstream Aircraft Service Bulletin B121/103.

REFERENS: CAA AD 003-10-95.

BESLUTS DATUM: 1996-01-12

LFS: 1996:5

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.

CAA AIRWORTHINESS DIRECTIVE 003-10-95

APPLICABILITY Beagle B121 Series 1, 2 and 3 aircraft.

SUBJECT - DESCRIPTION Landing Gear - Brake system - Foot brake controls - To inspect the brake torque - tube assemblies.

COMPLIANCE - REQUIREMENT (SUMMARY) Compliance is required with Jetstream Aircraft Service Bulletin B121/103 as follows. The Service Bulletin requires a visual inspection of the internal and external surfaces of the brake torque - tube assemblies in the cockpit area. If cracks are found Jetstream Aircraft are to be advised and repair action requested. An initial inspection is required for aircraft that have recorded less than 3000 flying hours before 3300 flying hours are recorded. Aircraft that have recorded 3000 flying hours or more, the initial inspection is required within 300 flying hours from receipt of the bulletin. If new brake torque-tube assemblies are installed on the aircraft, repeat the inspection within 3300 flying hours from installation of the new brake torque-tube assemblies, then repeat within each 600 flying hours. If new brake torque-tube assemblies are not installed on the aircraft, repeat the inspection within each 600 flying hours from the initial inspection. This action is required because reports have been received of cracked brake torque-tube assemblies on Bulldog aircraft. The brake torque-tube assemblies installed on B121 aircraft, are of similar construction. The cracking resulted in flexing of the brake torque-tube assemblies. Flexing of the brake torque-tube assemblies may reduce the brake efficiency.