
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av landställ

GÄLLER: Modellerna SA226-T, SA226-AT, SA226-TC, SA226-T(B), SA227-AC, SA227-AT, SA227-BC, SA227-TT, SA227-CC, SA227-DC. Alla S/N med installerade landställ P/N enligt punkt 1 och 2 i bifogad kopia av FAA AD 96-19-05.

ÅTGÄRD: Utför åtgärder angivna i FAA AD 96-19-05 och Fairchild SB 226-32-065, SB 227-32-039 eller SB CC7-32-007 utgivna 16 augusti 1995, reviderade 28 september 1995.

TID FÖR ÅTGÄRD: Inom 100 flygtimmar eller inom 3 månader vilket som först inträffar räknat från detta LVD:s utgivningsdatum.

UNDERLAG: FAA AD 96-19-05.
Fairchild SB 226-32-065, SA 227-32-039 och SB CC7-32-007 utgivna 16 augusti 1995 och reviderade 28 september 1995.

REFERENS: FAA AD 96-19-05.

UTGIVNINGS-DATUM: 1996-10-18

LFS: 1996:61

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

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

96-19-05 FAIRCHILD AIRCRAFT: Amendment 39-9753. Docket No. 96-CE-10-AD. Supersedes both AD 95-19-07, Amendment 39-9369, and priority letter AD 95-19-07 R1.

Applicability: Models SA226-T, SA226-AT, SA226-TC, SA226-T(B), SA227-AC, SA227-AT, SA227-BC, SA227-TT, SA227-CC, and SA227-DC airplanes (all serial numbers), certificated in any category, that are equipped with one or more of the following:

1. Ozone Industries, Inc. main landing gear (MLG) yoke (reference: MLG assembly part number OAS5453, all dash numbers up to and including -19); or

2. Ozone Industries, Inc. nose landing gear (NLG) yoke (reference: NLG assembly part number OAS5451, all dash numbers up to and including -17).

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required initially as follows and thereafter as indicated in the body of this AD:

1. Within the next 100 hours time-in-service (TIS) after the effective date of this AD or within the next 3 months after the effective date of this AD, whichever occurs first; and

2. Upon the installation of one of the affected MLG or NLG assemblies or yokes.

To prevent MLG or NLG failure caused by stress corrosion cracks in the yokes, which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) Inspect, using ultrasonic methods, both sides of the left-hand and right-hand MLG and NLG yokes for stress corrosion cracking in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Fairchild Service Bulletin (SB) 226-32-065, Fairchild SB 227-32-039, or Fairchild SB CC7-32-007, as applicable. Each of these service bulletins incorporates the following effective pages and revision levels:

Effective pages

SB Date

1, 5, and 8

Revised: September 28, 1995

2, 3, 4, 6, 7, and 9

Issued: August 16, 1995

(b) If no cracks are found during the initial inspection required by paragraph (a) of this AD, accomplish the following:

(1) Prior to further flight after the initial inspection required by this AD, clean the MLG and NLG yoke and piston in accordance with FIGURE 2 of the service bulletins referenced in this AD, unless already accomplished;

(2) Prior to further flight after the initial inspection required by this AD, apply a small bead of Products Research and Chemical Corporation PR-1422 or PR-1435 sealant to the MLG and NLG yoke as shown in FIGURE 2 of the service bulletins referenced in this AD, and as described in the SA226/227 Series Service Repair Manual, Chapter 51-30-03, Standard Practices - Sealing, unless already accomplished; and

(3) Reinspect the MLG and NLG yokes at intervals not to exceed 2,500 hours TIS or 12 months, whichever occurs first, provided no cracks are found. If cracks are found, prior to further flight, replace the cracked part with a new or serviceable part in accordance with the applicable maintenance manual, and accomplish the cleaning of and sealant application to the MLG and NLG yoke and piston as specified in paragraphs (b)(1) and (b)(2) of this AD. The replacement may be accomplished by replacing the cracked yoke, the total gear assembly, or the yoke/cylinder combination.

(c) If a crack is found during the initial inspection of this AD, replace the cracked part with a new or serviceable part in accordance with the applicable maintenance manual, and accomplish the cleaning of and sealant application to the MLG and NLG yoke and piston as specified in paragraphs (b)(1) and (b)(2) of this AD. The replacement may be accomplished by replacing the cracked yoke, the total gear assembly, or the yoke/cylinder combination. Replace any cracked part in accordance with the following schedule:

(1) With a crack found with a length more than 1.5 inches in length: PRIOR TO FURTHER FLIGHT;

(2) With a crack found with a length more than 1 inch but not more than 1.5 inches: WITHIN THE NEXT 300 HOURS TIS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD OR WITHIN THE NEXT 60 DAYS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD, WHICHEVER OCCURS FIRST;

(3) With a crack found with a length more than .75 inch but not more than 1 inch: WITHIN THE NEXT 400 HOURS TIS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD OR WITHIN THE NEXT 80 DAYS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD, WHICHEVER OCCURS FIRST;

(4) With a crack found with a length more than .50 inch but not more than .75 inch: WITHIN THE NEXT 500 HOURS TIS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD OR WITHIN THE NEXT 100 DAYS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD, WHICHEVER OCCURS FIRST; and

(5) With a crack found with a length less than 0.50 inch: WITHIN THE NEXT 600 HOURS TIS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD OR WITHIN THE NEXT 120 DAYS AFTER THE INITIAL INSPECTION REQUIRED BY THIS AD, WHICHEVER OCCURS FIRST.

(d) Replacing a MLG or NLG yoke with either Ozone Industries, Inc. MLG yoke (reference: MLG assembly part number OAS5453, all dash numbers up to and including -19), or Ozone Industries, Inc. NLG yoke (reference: NLG assembly part number OAS5451, all dash numbers up to and including -17) re-establishes the effectivity of this AD.

(1) Repetitive inspections are required upon installation and at intervals not to exceed 2,500 hours TIS or 12 months, whichever occurs first, provided no cracks are found.

(2) If cracks are found, prior to further flight, replace the cracked part with a new or serviceable part in accordance with the applicable maintenance manual, and accomplish the cleaning of and sealant application to the MLG and NLG yoke and piston as specified in paragraphs (b)(1) and (b)(2) of this AD. The replacement may be accomplished by replacing the cracked yoke, the total gear assembly, or the yoke/cylinder combination.

(3) The crack limit replacement compliance times specified in paragraph (c) of this AD only apply when cracks are found during the initial inspection required by this AD. If any crack of any length is found during a subsequent (any repetitive) inspection, the part must be replaced PRIOR TO FURTHER FLIGHT.

(e) The MLG and NLG yokes to which this AD applies are manufactured by Ozone Industries, Inc. Replacing these yokes with approved parts, other than the following Ozone Industries, Inc. MLG and NLG yokes eliminates the repetitive inspection requirements of this AD:

(1) Ozone Industries, Inc. MLG yoke (reference: MLG assembly part number OAS5453, all dash numbers up to and including -19).

(2) Ozone Industries, Inc. NLG yoke (reference: NLG assembly part number OAS5451, all dash numbers up to and including -17).

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(g) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO. Alternative methods of compliance approved in accordance with either priority letter AD 95-19-07 R1 or AD 95-19-07, Amendment 39-9369 (both superseded by this action), are not considered approved as alternative methods of compliance with this AD.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(h) The inspections required by this AD shall be done in accordance with Fairchild Service Bulletin 226-32-065, Fairchild Service Bulletin 227-32-039, or Fairchild Service Bulletin CC7-32-007, as applicable. Each of these service bulletins incorporates the following effective pages and revision levels:

Effective pages

SB Date

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Issued: August 16, 1995

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) This amendment (39-9753) supersedes AD 95-19-07, Amendment 39-9369, and priority letter AD 95-19-07 R1.

(j) This amendment becomes effective on October 1, 1996.

FOR FURTHER INFORMATION CONTACT:

Mr. Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5155; facsimile (817) 222-5960.