
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av bultar "Datum Bolts"

GÄLLER: DH60T, DH60 MK II, DH82, DH82A Moth

ÅTGÄRD: Utför åtgärder angivet i bifogad kopia av CAA AD 002-10-97

TID FÖR ÅTGÄRD: Inom 10 flygtimmar, 3 kalendermånader eller förnyelse av luftvärdighetsbevis vilket som först inträffar räknat från utgivningsdatum av TNS 97-10-01

UNDERLAG: British Aerospace Technical News Sheet (TNS) CT (Moth) No 28

REFERENS: CAA AD 002-10-97

BESLUTSDATUM: 1997-11-18

LFS 1997:53

Åtgärder 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 senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450

APPLICABILITY

British Aerospace ATP aircraft constructors nos 2001 through 2063.

SUBJECT - DESCRIPTION

Doors - Main landing gear doors - Inspection of the main landing gear forward door mechanism.

COMPLIANCE - REQUIREMENT (SUMMARY)

Compliance is required with British Aerospace Regional Aircraft Service Bulletin ATP-32-84 as follows. The Service Bulletin affects the main landing gear door operating mechanism, and is divided into two parts. Part 1 changes the lubrication of the door operating mechanism. Part 2 introduces an inspection of the door operating mechanism and re-lubrication of the forward door 'A' frame operating spring and sliding tube. Part 1 must be carried out within 300 flying hours but not later than 30 November 1997. Worn components must be replaced at the earliest scheduled maintenance opportunity, but not later than 600 flying hours. Part 2 must be repeated at periods not exceeding 300 flying hours until a further 1500 flying hours is accumulated and then at periods not exceeding 1500 flying hours thereafter. This action is required because restriction in the landing gear operating mechanism can cause the door 'A' frame to become out of sequence with the movement of the oleo. This may result in a geometric lock preventing subsequent retraction or lowering of the landing gear.

CAA AIRWORTHINESS DIRECTIVE

002-10-97

APPLICABILITY

British Aerospace DH60T, DH60 Mk II, DH82 and DH82A Moth aircraft.

SUBJECT - DESCRIPTION

Datum bolts.

COMPLIANCE - REQUIREMENT (SUMMARY)

Compliance is required with British Aerospace Technical News Sheet (TNS) CT (Moth) No 28 within ten flying hours, three calendar months or prior to the next C of A renewal whichever is the sooner from the issue date of the TNS. The Technical News Sheet calls for a visual inspection of the bolts installed at joint "E" to determine its material specification. This action is required because Moth aircraft have special bolts installed at fuselage joints "E" and "L" on the port or starboard (dependant on aircraft model) which serve as "datum pins" when rigging the aircraft longitudinally. Although these bolts are similar in appearance, their material specifications differ. Part No H24373 located at joint "L" on all models is manufactured from Mild Steel and Part No H37880 located at Joint "E" (on some models) is made from High Tensile Steel to cope with the extra stresses imposed by engine attachment.

CAA AIRWORTHINESS DIRECTIVE

006-06-97

APPLICABILITY

British Aerospace / Aerospatiale Concorde Type 1 aircraft variants 101 and 102.

SUBJECT - DESCRIPTION

Fuselage - Fuselage roof - Inspection of stringers 2 through 13, LH and RH junctions at frames 41, 46, 54 and 60 forward.

COMPLIANCE - REQUIREMENT (SUMMARY)

Compliance is required with British Aerospace Service Bulletin SST No 53-076 at the thresholds stated in the bulletin. The Service Bulletin requires inspections to be performed on the outside of the fuselage skin using ultrasonic NDT for crack detection in the stringers only. The areas to be inspected involve the stringers adjacent to the last fastener at the end of the splice on stringers 13LH to 13RH at the front and rear of frames 41, 46 and 54 as well as at the front of frame 60. This action is required because fracture analysis of cracks detected on stringers 3LH and 6LH at frame 60 of aircraft G-BOAE during D check revealed crack size and propagation rate higher than those noted during fatigue test programme. As a consequence, two Service Bulletins were issued in 1988 to inspect these zones and restore them to correct condition (Service Bulletins SST No 53-063 and 53-064). Unfortunately, the tools used for cold working of holes, recommended in these Service Bulletins were incorrectly adjusted; therefore the obtained cold working rate was less than the expected one, this is why only 6600 reference flights are justified for these zones.