

Section 1. Swedish Manufactured Aeronautical Products

**AIRWORTHINESS**

**DIRECTIVE No:** 1-038 Revision A

**AIRCRAFT TYPE:** SAAB 340B

**SERIAL No:s**

**AFFECTED:** SAAB 340B-161 through 197

**SUBJECT:** Yaw oscillations.

**BACKGROUND:** Field experience has revealed that the new type of damper introduced on the SAAB 340B may deteriorate after some time. The problem (yaw oscillations between 4 - 7 Hz) is caused by excessive backlash and reduced damping function which can develop when the damper has been subjected to normal service.

**REFERENCE  
DOCUMENTS:**

SAAB-SCANIA Service Bulletin SAAB 340-55-026 Rev 1.  
SAAB-SCANIA Service Newsletter SN 9002.

**ACTIONS:**

- A. 1) If yaw oscillations occur disengage the AP/YD and reduce speed to 220 KIAS.
- 2) The speed reduction is applicable until the damper can be replaced by a serviceable unit, or installation of additional weights on the Rudder and Trim Tab leading edges can be accomplished according to item B below.
- B. Install additional balance weights on Rudder and Trim Tab leading edges as instructed in SAAB-SCANIA Service Bulletin SAAB 340-55-026 Rev 1.

**Note:** This revised Airworthiness Directive clarifies and does not change the configuration of the additional balance weights and enables more flexibility with the weight tolerance, whilst staying within the newly calculated centre of gravity for the rudder/trim tab.

The actions contained in this directive and reference document(s) have been classified as mandatory for aircraft on Swedish register.

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**COMPLIANCE**

**TIME:**

Action A immediately upon the effective date of this SAD.  
Action B to be accomplished before 1990-07-01.

**Norrköping 1990-06-29**

**LUFTFARTSVERKET  
Flight Safety Department**

**LFS 1990:22**

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