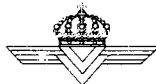


LUFFFARTSVERKET
601 79 NORRKÖPING, SVERIGE
TEL: 011 - 19 20 00
TELEGRAMADRESSER:
LUFFFARTSNÄTET ESKLYA
KOMM CIVILAIR NORRKÖPING
TELEX 64250

AIRWORTHINESS DIRECTIVES
**LUFTVÄRDIGHETS-
ANVISNINGAR (LVA)**

Aircraft
SAAB - 2E
Cancels and substitutes
SAAB - 2D



AD NO.

444	<p>Subject: Reinforcement of the rudder trim weight</p> <p>Applies to: SAAB SAFIR 91A, 91B, 91B-2, 91C and 91D</p> <p>Reason: One case of rudder locking due to loose trim weight has occurred</p> <p>Required action: Dismount and carry out reinforcement in accordance with SAAB Modification Bulletin No 91.3/5, dated 3.4.70</p> <p>Date: 1970-04-20</p> <p>Time of compliance: Within 50 flying hours from the effective date of this Airworthiness Directive, unless already accomplished</p>
1519A	<p>Subject: Replacement of bolts and inspection for cracks</p> <p>Applies to: SAAB SAFIR 91B, 91B2, 91C and 91D</p> <p>Reason: Possibility of fatigue failure in specific joints on aircraft with a considerable amount of flying hours</p> <p>Required action: Replace wing coupling bolts and bolts connecting engine mount to fuselage and bolts connecting engine to engine mount, and check the fin and stabilizer front fitting for cracks and carry out an ultrasonic test or a dye penetrant inspection, in and around the holes for the bolts, attaching the lower brackets to the wing and fuselage spar, in accordance with SAAB-SCANIA Service Bulletin No. 91.1.003, Issue 2, dated March, 1979</p> <p>Date: 1980-11-03</p> <p>Time of compliance:</p> <ol style="list-style-type: none">1 Wing coupling bolts must be replaced on aircraft with more than 3000 hours in service but before 5000 hours in service. Thereafter at intervals not to exceed 3000 hours in service.2 Bolts connecting engine mount to fuselage and bolts connecting engine to engine mount must be replaced every 5000 hours in service3 Fin and stabilizer front fitting must be checked for cracks and if necessary exchanged at 5000 hours in service4 The area in and around the holes for the bolts attaching the lower brackets to the wing and the fuselage spar must be ultrasonic or dye penetrant checked at 6000 hours in service <p>If the aircraft after 6000 hours in service shall be used for aerobatic, max $N_7 = 4,8$ may be allowed. Described inspection (4) shall than be performed every 350 hours in service.</p> <p>If the aircraft after 6000 hours in service will be used according to FAR 23 category, Normal or Utility, the inspection (4) is necessary only every 1000 hours in service.</p>
1685	<p>Subject: Dye penetrant inspection of components in flight control system</p> <p>Applies to: SAAB SAFIR 91B, 91B2, 91C, and 91D, serial numbers S/N 91,201 through 91,474 and spare parts</p> <p>Reason: Cracks have been found in bellcranks manufactured from Hydronalium</p> <p>Required action:</p> <ol style="list-style-type: none">1 Inspect certain components in the flight control system by using dye penetrant method in accordance with SAAB-SCANIA Service Bulletin No 91.4.002, dated November, 1980. Cracked components must be replaced.2 Acceptable components must be heat treated prior to re-installation in accordance with the same Service Bulletin.3 Report findings of cracks to SAAB-SCANIA AB, Linköping, Sweden. <p>NOTE: Until action above is accomplished, all aerobatic maneuvers are prohibited and abrupt application of the flight controls should be avoided.</p>

(Cont)

1982-09-27

Åtgärd enligt LVA utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Anmärkning om åtgärd, som vidtagits i enlighet med LVA, skall införas i resedagbok och/eller journal för berörd flygmateriel med hänvisning till ifrågavarande LVA-nummer.

(Cont)
1685

Date: 1980-12-01

Time of compliance: Within 50 flight hours from the effective date of this Airworthiness Directive, or latest May 1, 1981, whichever occurs first.

1832 Subject: Inspection of elevator spar

Applies to: SAAB-SAFIR 91B, 91B2, 91C, and 91D

Reason: Damage to elevator spar at bearing assembly attachment has been reported in a few cases

Required action: Carry out the required action in accordance with SAAB-SCANIA Service Bulletin No 91.1.004, Issue 2

Date: 1982-09-27

Time of compliance: Before further flight, if not already performed. Thereafter at intervals not exceeding 200 flight hours.

1-017

1-058B

1-063 *conk by 1-144*

1-070R1

1-100

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