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Section 1. Swedish Manufactured Aeronautical Products

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**AIRWORTHINESS**

**DIRECTIVE NO:** 1-058 R2

**AIRCRAFT TYPE:** SAAB SAFIR 91B, 91B-2, 91C and 91D.

**SERIAL No:s**

**AFFECTED:** All serial numbers

**SUBJECT:** Inspection of specific structural joints.

**BACKGROUND:** Cracks that may arise in specific joints on aircraft with a considerable amount of flying hours.

**REFERENCE DOCUMENTS:** Saab Military Aircraft Bulletin 91.1.005 Revision 1, dated 4 March, 1993 or later revision.

This SB supersedes SB 91.1003 and SB 91.3.001.

**ACTIONS:** In order to minimize the risk for fatigue damages, the following parts must be replaced and / or inspected in accordance with Saab Military Aircraft Service Bulletin 91.1.005 Revision 1, dated 4 March, 1993 or later revision:

(1) Wing coupling bolts - Replacement of bolts and check of tolerance between wing coupling bolt and wing fitting. If out of tolerance contact airplane manufacturer.

(2) Replace bolts connecting engine mount to fuselage and bolt connecting engine to engine mount.

(3) Check of fin and stabilizer front fittings for cracks.

(4) Check of wing and fuselage spar structure at attachment of lower wing coupling brackets as well their lug holes for the wing coupling bolts.

Note:

Actions (1), (3) and (4) shall be performed by an Authorized Repair Station.

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:**

(1) Wing coupling bolts shall be exchanged on aircraft before 6000 FH and thereafter every 3000 FH.

(2) Bolt connecting engine mount to fuselage and bolts connecting engine to engine mount shall be exchanged every 6000 FH.

(3) Fin and stabilizer front fitting shall be checked for cracks and, if necessary, exchanged every 6000 FH.

(4) At 6000 FH a special detailed inspection shall be performed regarding cracks, corrosion and other damages in and around the holes for the bolts attaching the lower brackets to the wing and fuselage spar.

Note 1:

If the aircraft will be used according to FAR 23 category Normal or Utility the inspection shall then be performed every 3000 FH.

Note 2:

If the aircraft after 6000 h will be used for Aerobatic, the above prescribed intervals (section 1-4) shall be decreased to every 500 FH.

**EFFECTIVE  
DATE:**

12 January 1994

**LFS:**

1994:2

**LUFTFARTSVERKET  
Aviation Safety Department**