
Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE NO: 1-144 R1

AIRCRAFT TYPE: SAAB 91B and 91C Safir

**SERIAL No:s
AFFECTED:** 91.202, 91.206, 91.215, 91.218, 91.221, 91.237, 91.247, 91.248, 91.249, 91.250, 91.254,
91.255, 91.257, 91.269, 91.270, 91.271, 91.275, 91.280, 91.283, 91.285, 91.395, 91.396,
91.397, 91.398, 91.399, 91.400, 91.403, 91.404, 91.406, 91.407, 91.408,
Note: S/N 91.285 added.

SUBJECT: Inspection/Replacement of Front Thrust Bearing

BACKGROUND: In some engines of type Lycoming-0-435A the front thrust bearing has jammed and caused serious engine disturbance. Investigation has revealed the importance of having prescribed tolerances on the engine crankshaft and having the bearing correctly installed.

REFERENCE DOCUMENTS: SAAB AB Mandatory Service Bulletin 91.6.023 dated 6 July, 1999.

ACTIONS: Perform actions described in SAAB AB Mandatory Service Bulletin 91.6.023 dated 6 July, 1999 or later revision.

COMPLIANCE TIME: 1. The front thrust bearing play shall be measured every 50 FH after the release of this SAD. If the play exceeds maximum permissible limit and can not be shimmed to the correct limit, according to 2 A of the SB 91.6.023, the front thrust bearing shall be replaced with a Textron Lycoming genuine spare part.

2. Measuring of the run true of the forward part of the crankshaft shall be performed not later than 1 Oct. 1999 and every 12 month thereafter. If the run true exceeds maximum limit, according to 2 B of the SB 91.6.023, the front thrust bearing shall be replaced with a Textron Lycoming genuine spare part.

3. If the front thrust bearing is not a Textron Lycoming genuine spare part it must be replaced with a Textron Lycoming spare part within 200 FH after the release of this SAD. *Note: After inspection and verification that the front thrust bearing is a Textron Lycoming genuine spare part, normal maintenance intervals applies.*

EFFECTIVE DATE: 31 August 2000

LFS: 2000:106

LUFTFARTSVERKET
Aviation Safety Department

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

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