



Lufttüchtigkeitsanweisung (LTA) Consigne de Navigabilité (CN) Direttive sulla Navigabilità (DN) Airworthiness Directive (AD)		FOCA AD HB-2009-011
Inkraftsetzung Mise en vigueur Entrata in vigore Effective Date	24 September 2009	Pilatus – PC-7 FOCA TC/TCDS No: F 56-20

Issue Date: 10 September 2009

ATA Chapter: ATA 32 – Landing Gear

Subject: **Landing Gear – Main-Gear Support Strut – Inspection**

Supersedure / Revised AD(s): Not applicable

Type Certificate Holder's Name: Pilatus Aircraft Ltd.

Manufacturer(s): Pilatus Aircraft Ltd.

Applicability: Model PC-7 aircraft, Manufacturer Serial Numbers (MSN) 101 through MSN 618 inclusive, equipped with main-gear support struts Part Numbers (P/N) 532.10.09.039 or P/N 114.48.07.127.

Reason: This Airworthiness Directive (AD) is prompted due to the discovery of cracks caused by stress corrosion in the main-gear support struts. All the main-gear support struts that had cracks were made from material AA2024-T351 which has a lower resistance to stress corrosion cracking.

Such cracks, if undetected, could lead to the failure of the strut during landing which could then cause the Main Landing Gear (MLG) to collapse.

In order to correct and control the situation, this AD mandates the identification of the main-gear support struts to check if they have rounded clevis lugs and a Non-Destructive Inspection (NDI) procedure on the main-gear support struts if they have chamfered clevis lugs.

Required actions(s) and Compliance Time(s): Required as indicated below, unless already accomplished:

- (1) Within the next 30 Flight Hours (FH) or 1 month, after the effective date of this AD, whichever occurs first, perform a visual inspection of the left and right main-gear support struts to determine if they have rounded or chamfered clevis lugs as required by paragraph (§) 3. A. of PILATUS PC-7 Service Bulletin No. 32-024 Revision 1. If they have rounded clevis lugs, they are made of material with an increased resistance to stress corrosion cracking. When main-gear support struts in this condition are found, no further action is required.
- (2) If during the inspection required by § (1). of this AD any main-gear support strut with chamfered clevis lugs is found, prior to further flight, perform a NDI in accordance with instructions provided by § 3. B. to E. of PILATUS PC-7 Service Bulletin No. 32-024 Revision 1.

- (3) If during the inspection required by § (2) of this AD any crack is found, report the findings to PILATUS using the Crack Report Form attached to PILATUS PC-7 Service Bulletin No. 32-024 Revision 1. Prior to further flight, replace any cracked main-gear support struts with new main-gear support struts P/N 532.10.09.128 according to PILATUS PC-7 Service Bulletin No. 32-025 Revision 1.

Note 1: If no cracks are found, no further actions are required by this AD. After the review of the findings it will be decided if repeat inspections will be included in Chapter 5 of the Aircraft Maintenance Manual.

- (4) After the effective date of this AD, no person shall install any main-gear support strut P/N 532.10.09.039 or P/N 114.48.07.127 with chamfered clevis lugs. Main-gear support struts P/N 532.10.09.039 or P/N 114.48.07.127 having chamfered clevis lugs and held as spare or in stock have to be returned to PILATUS for replacement with a new part P/N 532.10.09.128.

Ref. Publication(s): PILATUS PC-7 Service Bulletin No. 32-024, Revision 1.
PILATUS PC-7 Service Bulletin No. 32-025, Revision 1.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

For further information contact: The applicable manufacturer's documentation may be obtained directly from:

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