

Fairchild (Swearingen) SA226 and SA227 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/SWSA226/89

**Main Landing Gear Drag
Brace Assembly**

11/2000 DM

Applicability: Models SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AT, SA227-TT, and SA227-AC aircraft, all serial numbers, that incorporate one of the following:

For SA226 series aircraft: Ozone Industries Inc., part number OAS5453-1 (Revision “H”, “J”, “K”, or “N”), or part number OAS5453-5. These assemblies incorporate an Ozone Industries part number OAS5501-1 main landing gear drag brace assembly (consisting of both a drag brace and drag links); **or**,

For SA227 series aircraft: Ozone Industries Inc., 14,500 LB MGTOW, part number OAS5453-5. These assemblies incorporate an Ozone Industries part number OAS5501-1 main landing gear drag brace assembly (consisting of both a drag brace and drag links).

Requirement: Inspect in accordance with the technical requirements of FAA AD 2000-17-11 Amdt 39-11885.

Note 1: Fairchild Service Bulletins 226-32-068 and 227-32-043 refer.

Note 2: A copy of FAA AD 2000-17-11 may be obtained from the FAA Internet site <http://av-info.faa.gov/ad> or from the Authority.

Compliance: As specified in the Requirement document for the initial 50 hour inspection, and follow-on repetitive inspection requirements; with a revised effective date of 27 September 2000.

This Airworthiness Directive becomes effective on 27 September 2000.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

Background: The FAA has received a report of an accident on an affected aircraft where the main landing gear failed due to drag brace assembly cracks. Random inspections of the affected aircraft fleet revealed nine other instances of cracks in the main landing gear drag brace assemblies.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

21 September 2000