

Dornier 328

Revision Transmittal Sheet



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Revision Transmittal Sheet

This sheet transmits Revision 3 to Alert Service Bulletin ASB-328-27-036 titled: Flight Controls – Inspection of the Rudder Spring Tab Lever Assembly.

This is a complete Revision. This ASB has been reprinted in its entirety. All previous editions must be destroyed.

NOTE: This Revision does not require further action.

Reason for Revision:

Page 3	Para A (3):	access panel corrected to read 324-DL.
Page 4	Para C (1) – C (4):	cross reference to AMM JIC's amended.
Page 5	Material Parts List:	Item no. 4: P/N corrected to read MS9276-09.

Note: The changes are marked with revision marker at the right hand page margin.

This Revision Transmittal Sheet is Part of ASB-328-27-036 Revision 3.

Model Dornier 328

No. ASB-328-27-036

Date of Issue Feb 08, 2008

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ASB-328-27-036

Title: Flight Controls - Inspection of the Rudder Spring Tab Lever Assembly.

1. PLANNING INFORMATION

Effectivity

Dornier 328-100.
LBA-Geräte-Kennblatt-Nr.: 2534.
Serial-No's: 3003, 3005 up to and including 3119.

Reason

There is a possibility of a failure of the rudder flight control system due to cracks in the spring tab lever assembly bearing lugs.

Description

Inspection and if necessary replacement of the rudder spring tab lever assembly.

Compliance

Mandatory.
This Alert Service Bulletin must be performed before the next 400FH (next planned A check or equivalent) or not later than two months after receipt; then to be repeated at every A-check (400FH) or equivalent (Low utilization-MPD: Phase 2).

GCT Design Organisation GmbH
EASA approved Design Organisation
EASA.21J.033
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Approval

The technical content of this Alert Service Bulletin is approved under authority of EASA approved design organization EASA.21J.033.

This modification is covered by Type Design.

328 Support Services GmbH is TC-Holder of Dornier 328 Jet and Prop and authorized to provide necessary approved data. Any Dornier 328 approved data will be established and verified by GCT Design Organisation as authorized and responsible Dornier 328 Design Organisation per EASA approval EASA 21J.033. For details in this matter please contact 328 Support Services GmbH or EASA authority.
It is the operator's responsibility to comply with the relevant aviation regulations of the country in which the aircraft is registered.

Manpower

Access: 0,5 Mhrs.
Inspection/Modification: 0,5 Mhrs.
Close-up: 0,5 Mhrs.
Functional checks: 1,0 Mhrs.
Total: 2,5 Mhrs.

Material

According to Material Parts List and Price/Material Information Sheet.

Special Tools

NDI Equipment Approved Eddy current test equipment.
Set of Rigging Pins GSE No. 27.4.13 required for lever replacement only.
Dynamometer GSE No. GM.4.07

Weight and Balance

Not affected.

Electrical Load Data

Not affected.

References

SB-328-27-459

Other Publications Affected

Maintenance Review Board Report (MRB)
Aircraft Maintenance Manual (AMM)

Reporting

Compliance of this Service Bulletin must be reported to 328 Support Services GmbH Customer Services Department using the Compliance Report for Configuration Control.

2. ACCOMPLISHMENT INSTRUCTIONS

CAUTION: OBEY THE SAFETY PRECAUTIONS AND THE GENERAL MAINTENANCE PRACTICES ACCORDING TO THE AMM JIC CHAPTER 00.

CAUTION: OBEY THE APPLICABLE SAFETY PRECAUTIONS WHEN YOU WORK ON THE ADJUSTABLE PLATFORM.

WARNING: PUT A WARNING NOTICE IN THE FLIGHT COMPARTMENT TO TELL PERSONS NOT TO OPERATE THE FLIGHT CONTROLS.

A Preparation

- (1) Make the aircraft safe for maintenance according to AMM JIC 00-30-01.
- (2) Put a suitable platform around the work area.
- (3) Remove access panel 324-DL according to AMM JIC 06-40-02.

B Inspection

- (1) Do a detailed visual inspection of the rudder spring tab lever assembly Pt. No. 001A272A4020 (item 1) refer to detail B figure 2. Inspect for signs of cracks around the edges of the two lugs which retain the swaged bearings.
- (2) NDI Instrument Calibration.
 - (a) Operate the test equipment as given in the manufacturers instructions.
 - (b) Set the necessary frequency to 2,0 Mhz.

NOTE: Alternative instruments can have different settings. The frequency must stay the same but the other parameters must be found by analysing the responses from the calibration standard.

- (c) Calibrate the instrument using the calibration standard as given in the manufacturers instructions.
- (3) Do an Eddy current NDI on both bearing lug peripherals, refer to figure 2.
 - (a) Set the necessary frequency to 2,0 Mhz./1,0mm penetration depth.
 - (b) Put the probe on the compensation point near to the inspection area and set the lift-off as necessary, refer to figure 2.
 - (c) Do the inspection as given in figure 2. Use the probe position and scan along path movements as illustrated, refer to detail C figure 2.

NOTE: Make sure any crack indications are not given by setting the probe too near to the edge of lug.

- (d) Look at the CRT screen for signals that are different from that of the compensation point.

CAUTION: NO CRACKS ARE PERMITTED. IF CRACKS ARE FOUND CONTACT 328 SUPPORT SERVICES GMBH WITH ACCOMPANYING DETAILS AND PHOTOS ETC. INCLUDING NDI TEST EQUIPMENT USED AND SETTINGS.

- (4) If a crack is found then a replacement lever assy (item 1) must be installed, proceed to Para. C. If no crack is found proceed to Para. D.

C Replacement

- (1) Remove the damaged rudder spring tab lever assembly (item 1) according to AMM JIC 27-23-01-020-801-A01.

NOTE: Return the damaged Lever Assy back to 328 Support Services GmbH.

- (2) Install the new rudder spring tab lever assembly (item 1) according to AMM JIC 27-23-01-420-801-A01.
- (3) Do the adjustment of the rudder control system according to AMM JIC 27-21-00-820-801-YY0.
- (4) Do an operational test of the rudder control system according to AMM JIC 27-21-00-710-801-YY0.

D Close-up

- (1) Do a foreign object inspection in modification area.
- (2) Re-install all opened panels according to AMM JIC 06-40-02.
- (3) Remove the platform from the work area.

- (4) Remove the warning notice from the flight compartment.
- (5) Return aircraft to a flyable status.

3. MATERIAL INFORMATION

A Material Parts List

Item No	P/N	Qty	Nomenclature	Remark
1	001A272A4020-004	1	Spring Tab Lever Assy	Ref. SB-328-27-459

The following expendables to be provided by the operator and/or ordered separately (not part of the kit).

2	MS24665-153	A/R	Split Pin	Required if replacement of lever is necessary.
3	MS24665-300	A/R	Spit Pin	Required if replacement of lever is necessary.
4	MS9276-09	A/R	Locking Washer	Required if replacement of lever is necessary.
5	001A272A4330200	A/R	Locking Washer	Required if replacement of lever is necessary.

The following consumables to be provided by the operator and/or ordered separately in commercial quantity (not part of kit).

6	05-001	A/R	Zinc-chromate Putty	Required if replacement of lever is necessary.
7	15-004	A/R	Corrosion Inhibiting Compound	Required if replacement of lever is necessary.

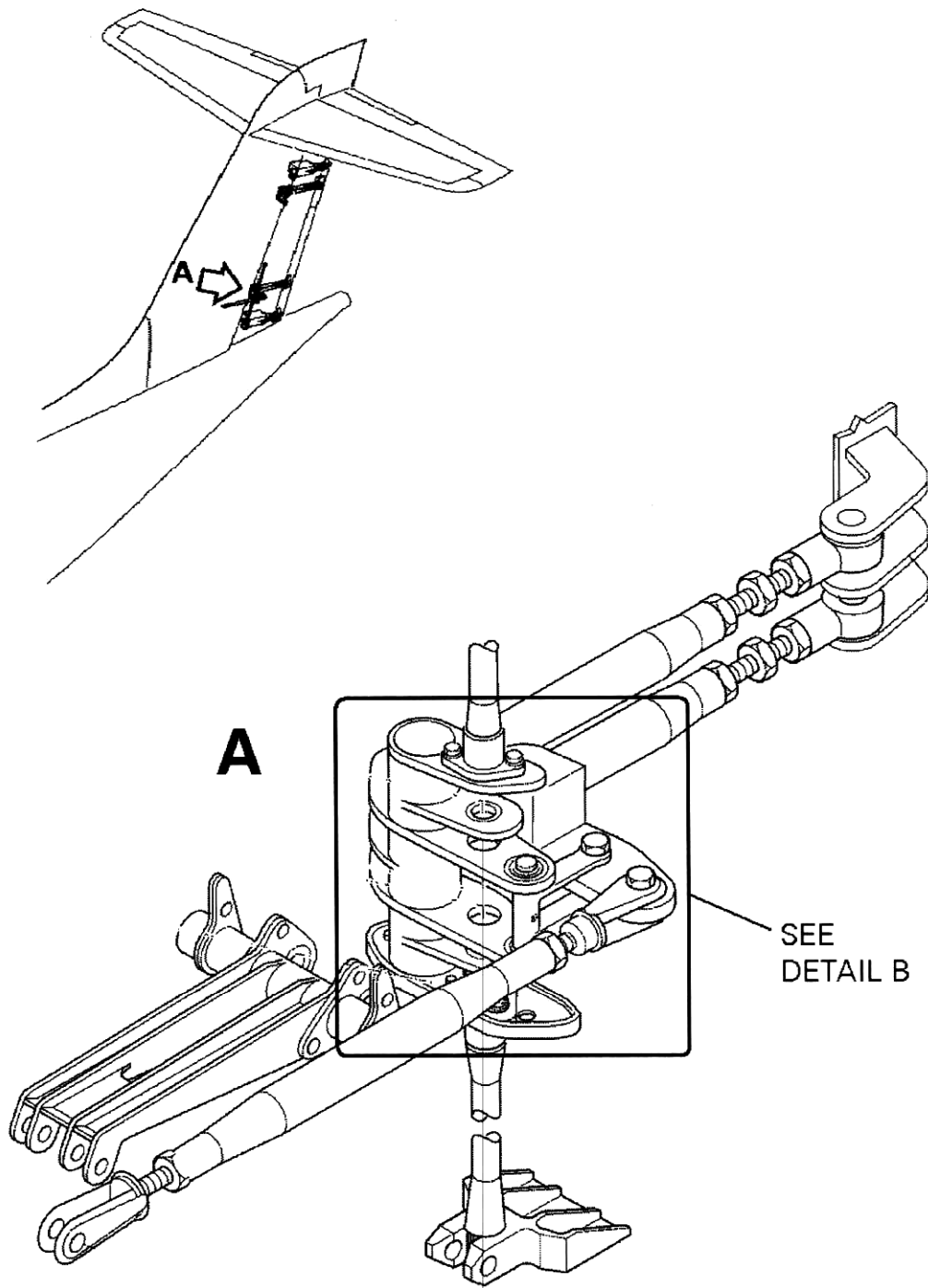
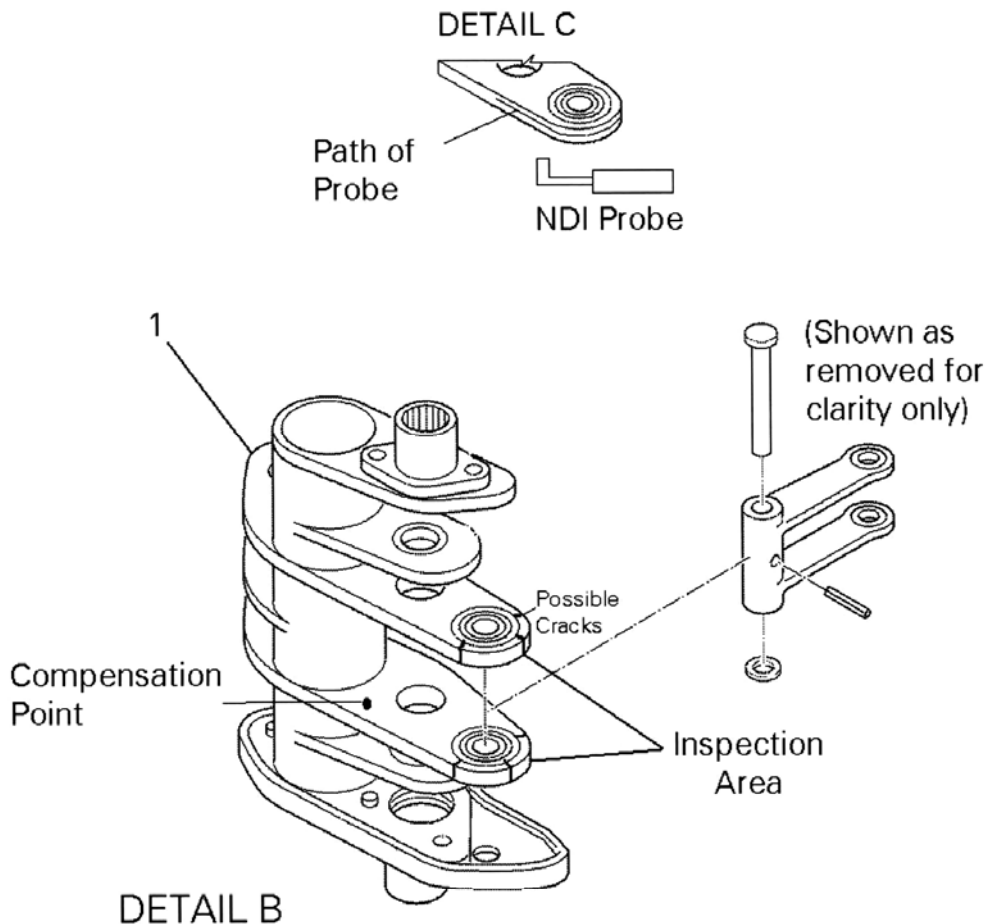


Fig. 1

**Fig. 2**Model Dornier 328Rev. No. 3No. ASB-328-27-036Rev. Date. Feb 08, 2008Date of Issue Feb 12, 2003Page 7 of 7



PRICE INFORMATION FOR SERVICE BULLETIN
ASB 328-27-036

- 1. Special Flat Rate Price per SB Kit, only valid when purchase order is placed with reference to the Service Bulletin and AC Serial No:**

No material kit necessary/available!

Price of parts on request

- 2. Availability/Lead Time:**

Available

- 3. Remarks:**

Please order parts i.a.w. material information as required

- 4. Manhours:**

Provided by operator.

This Price/Material Information Sheet is considered to be part of ASB 328-27-036.



**Dornier 328/328J
Compliance Report**



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**Please complete this Compliance Form for each aircraft only when it is applicable,
and mail or fax to:**

Attention: **Dept. CT**
 328 Support Services GmbH
 Customer Services
 P.O.B. 1252
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From Company:

AOT No.:	Rev.:	Title:

ASB No.:	Rev.:	Title:

SB No.:	Rev.:	Title:

EO No.:	Rev.:	Title:

Aircraft Serial Number:

Operator:

Total Flight Hours:

Total Landings:

Date of compliance:

Comments:

Date

Authorized signature

Dornier 328/328J
In Service Technical Information



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