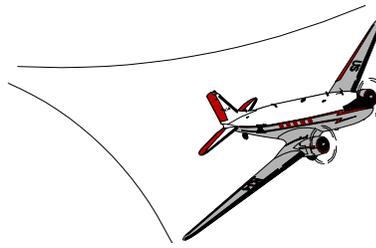


# SPECIAL AIRWORTHINESS INFORMATION BULLETIN

REGULATORY SUPPORT DIVISION  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

No. ANM-99-31  
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*SAIB's are posted on the internet at <http://av-info.faa.gov>*

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This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

## **Introduction:**

The purpose of this Special Airworthiness Information Bulletin (SAIB) is to inform registered owners/operators of Consolidated-Vultee 28-5ACF, PBX-5, PBX-5A, Army OA-10, OA-10A, RCAF PBX-5A and RCAF 28-5AMC aircraft of the failure of a nose gear bay door torque tube. PBX-6A aircraft may also be affected.

## **Background:**

The United Kingdom Aircraft Accident Investigation Board (AAIB) sent a safety recommendation report to FAA based on their investigation of an accident of a Consolidated Vultee Model 28-5ACF aircraft. The aircraft had been on the water for several seconds during a touch and go landing. AAIB found that the left hand nose gear bay door torque tube failed allowing dynamic water pressure loads to collapse the nose gear bay doors and directly impact the nose gear bay aft bulkhead and roof bulkhead resulting in failure of both bulkheads. The aircraft yawed violently to the left, filled with water and decelerated rapidly. During the evacuation of 14 passengers and 4 crew the aircraft pitched forward trapping two passengers resulting in their death by drowning.

The failure of the left torque tube appeared to be the result of severe corrosion of the internal surface of the tube due to the presence of water over a long period of time. The ends of the tube were closed off by the insertion of two cork-like plugs (bungs). The location of the corrosion within the tube was consistent with the attitude of the aircraft in the parked position, i.e. doors open, gear down.

## **Recommendation:**

Based on the AAIB recommendations, the FAA is recommending that owners/operators of Consolidated Vultee 28-5ACF, PBX-5, PBX-5A, Army OA-10, OA-10A, RCAF PBX-5A, RCAF 28-5AMC aircraft (and PBX-6A because of their similarity), accomplish the following as soon as possible:

- a) Perform a detailed visual inspection of the right and left-hand nose gear bay door torque tubes, (both tubes have the same Part Number 28B4028) externally and internally.
- b) Permanently remove any plugs or bungs installed in the torque tubes. Inspect torque tubes in accordance with paragraph a).

**Note:** The Illustrated Parts Catalog, AN 01-5M-4 does not show any plug in the torque tube. Removal of the plug will allow water or condensation to drain or evaporate.

- c) Repair or replace any corroded parts in accordance with Advisory Circular AC 43.13-1B.

d) The AAIB report also recommended publication of specific rigging instructions for the nose gear bay doors. At this time FAA does not have access to any such instructions and is hereby asking for owners/operators for their support. Please send your recommendations for these rigging instructions within 60 days of the date of this SAIB to Maurice P. Cook, Senior Engineer, Airframe Branch, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, CA 90712-4137, telephone: (562) 627-5230; fax: (562) 627-5210; or email: maurice.cook@faa.gov.

e) Incorporate the inspection requirements of paragraph a) and rigging instructions for the nose gear bay doors into the FAA Approved Aircraft Inspection Program (AAIP). Inspections should be accomplished annually or earlier depending on the environment of aircraft operations.

**For Further Information Contact:**

Mr. Maurice P. Cook, Senior Engineer, Airframe Branch, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, CA 90712-4137, telephone: (562) 627-5230; fax: (562) 627-5210; or email: maurice.cook@faa.gov.