
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Byte av autopilot servo aktuator

GÄLLER: Bendix/King Modell KSA 470 Autopilot servo aktuator P/N 065-0076-10 tom 065-0076-15 S/N 0001 tom 3081 och installerade i men ej begränsade till luftfartyg angivet i bifogad kopia av FAA AD 98-08-20

ÅTGÄRD: Utför åtgärder angivna i FAA AD 98-08-20

TID FÖR ÅTGÄRD: Inom 100 flygtimmar räknat från 2 juni 1998

UNDERLAG: FAA AD 98-08-20 och där angivet underlag

REFERENS: FAA AD 98-08-20

BESLUTSDATUM: 1998-05-08

LFS 1998:35

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.

Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450

AIRWORTHINESS DIRECTIVE

Bilaga till LVD 2869

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

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

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-08-20 ALLIEDSIGNAL AEROSPACE: Amendment 39-10469; Docket No. 97-CE-74-AD.

Applicability: Bendix/King Model KSA 470 Autopilot Servo Actuators; part numbers 065-0076-10 through 065-0076-15; serial numbers 0001 through 3081; that are installed on, but not limited to, the following aircraft, certificated in any category:

NOTE 1: This subject is addressed in AlliedSignal Bendix/King Service Bulletin No. SB KSA 470-3, dated May 1997. This service bulletin references serial number 3082. Regardless of this reference, serial number 3082 is not affected by this AD.

Aircraft	FD/AP System	KSA 470 Part No.	Location
Raytheon 400 Series	KFC 400	065-0076-11 065-0076-15	Yaw Axis Roll Axis
Raytheon 200 Series	KFC 400	065-0076-11	Yaw Axis
Raytheon 300 Series	KFC 400	065-0076-15	Yaw Axis
Dassault Falcon 20	KFC 400	065-0076-15 065-0076-15	Pitch Axis Roll Axis
Fairchild C26A/C26B	KFC400	065-0076-11	Yaw Axis
Fairchild SA227-AC/ AT/BC/CC/DC	KFC400	065-0076-15	Roll Axis
Learjet 31A	KFC 3100	065-0076-12 065-0076-14 065-0076-15	Pitch Axis Yaw Axis Roll Axis
Lockheed S-2 Tracker	KFC 325	065-0076-10	Special
Piper 400LS and PA-42-1000	KFC 400	065-0076-15	Yaw Axis

NOTE 2: This AD applies to each airplane identified in the preceding applicability provision that has one of the affected actuators installed, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the servo actuator roll pins from becoming loose; falling out; becoming lodged in the output shaft clutch mechanism; and preventing this mechanism from disengaging, which could result in increased effort by the pilot to control the aircraft and possible loss of control of the affected flight control axis, accomplish the following:

(a) Replace the autopilot servo actuator with an actuator that incorporates Mod 3 in accordance with the applicable maintenance manual. This modification changes the size of the servo actuator roll pin holes to assure that the pins do not become loose and fall out.

(b) As of the effective date of this AD, no person may install, on aircraft, one of the affected servo actuators that does not incorporate Mod 3.

2 98-08-20

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment becomes effective on June 2, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Joel Ligon, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4138; facsimile: (316) 946-4407.