

LUFTVÄRDIGHETSDIREKTIV

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll/utbyte av styrlinor för styrsystem

GÄLLER: Fairchild modell SA 226-T, SA 226-T(B), SA 226-AT, SA 226-TC, SA 227-TT, SA 227-AT och SA 227-AC, alla S/N, som har uppnått en flygtid av 10.000 h eller mer

ÅTGÄRD:

- A) Inspektera styrlinor för höjd-, sid- och skevroder samt för skev-sidroder "interconnect". Inspektera även de linor, som ingår i styrkolonnen. Se anvisningar i FAA AD 87-02-02 punkt (1) A t o m F (bilaga till detta LVD). Alternativt kan åtgärd B) utföras.
- B) Byt ut samtliga styrlinor enligt anvisningarna i gällande underhållsföreskrift, (AMM) eller motsvarande

TID FÖR ÅTGÄRD:

- A Inom 150 flygtimmar, räknat från LVD utgivningsdatum, därefter i intervaller av 400 h
- B Inom 150 flygtimmar, räknat från LVD utgivningsdatum och därefter i intervaller av 10.000 h

REFERENS: FAA AD 87-02-02

UTGIVNINGS-DATUM: 1987-02-23

LFS: 1987:6

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



BILAGA TILL LVD 2122

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

AIRWORTHINESS DIRECTIVE

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125

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. They 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 (FAR 39.3).

87-02-02 FAIRCHILD AIRCRAFT CORPORATION: Amendment 39-5518. Applies to Models SA 226-T, SA 226-T(B), SA 226-AT, SA 226-TC, SA 227-TT, SA 227-AT, and SA 227-AC (all serial numbers) airplanes certificated in any category.

Compliance: Required as indicated, unless already accomplished.

To prevent possible primary control system cable failures, accomplish the following:

(a) For airplanes with 10,000 or more hours time-in-service (TIS) on the effective date of this AD, within the next 150 hours TIS after the effective date of this AD and each 400 hours TIS thereafter, inspect control cables in accordance with paragraph (a)(1) of this AD or, within the next 150 hours TIS and each 10,000 hours TIS thereafter, replace control cables in accordance with paragraph (a)(2) of this AD:

(1) Inspect all elevator, rudder, aileron and aileron to rudder interconnect primary control cables, including cables that are routed inside the control column, as follows:

(A) Gain access to control cables in accordance with appropriate maintenance instructions.

(B) Release tension on each cable.

(C) Pass a cloth along the entire length of each cable to clean the cable for visual inspection and to detect broken wires. Visually inspect the entire length for broken wires and general condition. Rotate the cable 180 degrees where the cable contacts any pulley/fairlead or pressure seal, birdcage cable (slightly untwist), and visually inspect for wear/broken wires and for general condition 24 inches either side of contact area when the controls are in the neutral position.

(D) Prior to further flight, replace with a new cable any cable found to have any one of the following conditions:

(i) More than three (3) broken wires within any one-foot section of the cable (any wire worn more than one-half its diameter is considered broken), or

(ii) More than one (1) one-foot section with three broken wires, or

(iii) Cables whose total number of broken wires exceeds the total number of feet in length of that cable, or

(iv) More than six (6) wires worn not more than one-half of the wire diameter in any one-inch length of cable.

(E) In cases where discrepant cables have been found, prior to further flight, inspect the condition of the associated fairleads/pressure seals or pulleys in accordance with appropriate maintenance instructions and replace any unserviceable components as required.

(F) Prior to returning the airplane to service, reset cable tensions, rerig primary control systems, reassemble the airplane and verify proper control systems operation, all in accordance with appropriate maintenance instructions, and make an appropriate maintenance record entry.

(2) Remove and replace all elevator, rudder, aileron and aileron to rudder interconnect primary control cables with new cables in accordance with appropriate maintenance instructions. Prior to returning the airplane to service, reset cable tensions, rerig primary control systems, reassemble the airplane and verify proper control systems operations, all in accordance with appropriate maintenance instructions, and make an appropriate maintenance record entry.

(b) For airplanes with less than 10,000 hours TIS on the effective date of this AD, prior to the accumulation of 10,150 hours TIS and each 400 hours TIS thereafter, inspect control cables in accordance with paragraph (a)(1) of this AD or, prior to the accumulation of 10,150 hours TIS and each 10,000 hours TIS thereafter, replace control cables in accordance with paragraph (a)(2) of this AD.

(c) Paragraphs (a) and (b) of this AD do not restrict compliance to one alternative (repetitive inspections or replacement at specified intervals) exclusive of the other, but may be complied with interchangeably provided the inspection/replacement intervals are complied with.

(d) Operators who have kept records of hours TIS on all individual control cables in an airplane may substitute these records in lieu of airplane hours TIS for determining the compliance times in this AD.

(e) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished.

(f) An equivalent method of compliance with this AD may be used when approved by the Manager, Airplane Certification Branch, ASW-150, Southwest Regional Office, FAA, Fort Worth, Texas 76101; Telephone (817) 624-5150.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to Fairchild Aircraft Corporation, P.O. Box 32486, San Antonio, Texas 78284; or FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective on January 27, 1987.

FOR FURTHER INFORMATION CONTACT:

Mr. Mark R. Schilling, Airplane Certification Branch, ASW-150, Southwest Region, FAA, P.O. Box 1689, Fort Worth, Texas 76101; Telephone (817) 624-5163.