

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll/modifiering av torsionsrör, sidoroder samt justering av stötstångslängd för huvudbromscylinder

GÄLLER: FUJI modell FA-200, alla S/N.

ÅTGÄRD: Utför åtgärder i enlighet med bifogad kopia av FAA AD 90-20-01

TID FÖR ÅTGÄRD: Inom 50 flygtimmar räknat från detta LVD's utgivningsdatum. Därefter i intervaller enligt FAA AD 90-20-01.

UNDERLAG: FUJI Service Bulletin FHI No 200-002 Rev C daterad 5 juni, 1989.
FUJI Service Bulletin Nr 200-008 Revision B daterad 30 maj, 1989.
FUJI Technical Bulletin No 200-020 daterad 30 maj, 1989.
FUJI Technical Bulletin Nr 200-022 daterad 5 juni, 1989

REFERENS: Japansk AD TCD-1455A-1-89.
FAA AD 90-20-01.

UTGIVNINGSDATUM: 1990-11-08

LFS: 1990:27

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.



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).

90-20-01 FUJI HEAVY INDUSTRIES LTD: Amendment 39-6724.
Docket No. 90-CE-22-AD.

Applicability: Model FA-200 (all serial numbers) airplanes certificated in any category.

Compliance: Required as indicated in the body of the AD after the effective date of this AD, unless already accomplished.

To preclude the loss of control of the airplane, accomplish the following:

(a) Within the next 50 hours time-in-service (TIS) and every 100 hours TIS thereafter:

(1) Inspect the gust lock pin holes in accordance with FUJI Service Bulletin (S/B) No. 200-008, Revision B, dated May 30, 1989, for burrs and cracks in and around the gust lock pin holes using a 10x magnifying glass. Before further flight:

(i) Remove burrs in accordance with the instructions of S/B No. 200-008, Revision B; and

(ii) If cracks are found, replace the control column with a serviceable airworthy unit.

(2) Inspect the rudder control system in accordance with S/B No. 200-002, Revision C, dated June 5, 1989. Before further flight:

(i) Adjust and/or modify rudder stop clearance if required in accordance with the instructions in S/B No. 200-002, Revision C.

(ii) Adjust the brake master cylinder rod length in accordance with the instructions in S/B No. 200-002, Revision C.

(iii) If the brake link over centers when a force of less than 44 lbs. (20 kg) is applied, replace the defective parts in accordance with the instructions in S/B No. 200-002, Revision C, and retest.

(b) Upon incorporating an improved control column in accordance with FUJI Technical Bulletin (T/B) No. 200-020, dated May 30, 1989, the repetitive inspections of the control column specified in paragraph (a)(1) of this AD may be discontinued.

(c) Upon incorporation of T/B No. 200-022, dated June 5, 1989;

(1) The inspection interval for verifying the cylinder rod length specified in paragraph (a)(2)(ii) of this AD may be increased to 1,000 hours TIS; and,

(2) The repetitive brake link over-centering test specified in paragraph (a)(2)(iii) of this AD may be discontinued.

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

(e) An alternate method of compliance or adjustment of the initial or repetitive compliance times, which provides an equivalent level of safety, may be approved by the Manager, Los Angeles Aircraft Certification Office, 3229 E. Spring St., Long Beach, California 90806-2425; Telephone (213) 988-5200.

NOTE: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to FUJI Heavy Industries, Ltd., Subaru Building, Shinjuku, Tokyo, Japan; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

This amendment (39-6724, AD 90-20-01) becomes effective on October 22, 1990.

FOR FURTHER INFORMATION CONTACT:

Donald Dirian, FAA, Small Transport Section, Los Angeles Aircraft Certification Office, 3229 E. Spring Street, Long Beach, California 90806-2425; Telephone (213) 988-5234.