

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av sidorodrets frambalk för sprickor

GÄLLER: Beech modeller enligt bifogad kopia av FAA AD 93-24-03 som upphäver FAA AD 92-15-06.

ÅTGÄRD: För att undvika roderseparation, och som följd saknad kontrollfunktion, orsakad av sprucken roderframbalk utför åtgärder enligt Beech Service Bulletin No 2333 revision 1 daterad november 1991 eller senare utgåva.

TID FÖR ÅTGÄRD: Enligt intervaller i bifogad kopia av FAA AD 93-24-03 räknat från detta LVD:s utgivningsdatum.

UNDERLAG: Beech Service Bulletin No 2333 revision 1 daterad november 1991 eller senare utgåva.
FAA AD 93-24-03.

REFERENS: FAA AD 93-24-03

UTGIVNINGS-DATUM: 1994-02-10

LFS: 1994:4

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.



AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
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).

93-24-03 BEECH AIRCRAFT CORPORATION: Amendment 39-8752; Docket No. 93-CE-22-AD. Supersedes AD 92-15-06, Amendment 39-8300 which superseded AD 91-23-07, Amendment 39-8076.

Applicability: The following Beech model and serial numbered airplanes, certificated in any category:

MODELS

SERIAL NUMBERS

35-33, 35-A33, 35-B33,
35-C33, E33, F33, and
G33

CD-1 through CD-1304

35-C33A, E33A, and F33A

CE-1 through CE-1425

E33C and F33C

CJ-1 through CJ-179

36 and A36

E-1 through E-2518

A36TC and B36TC

EA-1 through EA-500

Compliance: Required as indicated after the effective date of this AD, unless already accomplished (compliance with superseded AD 92-15-06 or superseded AD 91-23-07).

To prevent separation of the rudder from the airplane caused by cracks in the forward rudder spar, accomplish the following:

(a) Upon the accumulation of 1,000 hours time-in-service (TIS) or within the next 100 hours TIS, whichever occurs later, inspect the rudder forward spar for cracks in accordance with the instructions in Beech Service Bulletin (SB) No. 2333, Revision 1, dated November 1991.

(b) If no cracks are found, accomplish one of the following:

(1) Reinspect the rudder forward spar for cracks in accordance with the instructions in Beech SB No. 2333, Revision 1, dated November 1991, at intervals not to exceed 500 hours TIS until either paragraph (b)(2), (b)(3), or (b)(4) of this AD is accomplished;

(2) Install Kit No. 33-6001-1 S in accordance with Beech SB No. 2333, Revision 1, dated November 1991;

(3) Install a Spacecraft Machine Products (SMP) rudder spar upper-hinge reinforcement bracket in accordance with Supplemental Type Certificate (STC) SA4899NM; or

(4) Replace the rudder assembly with either part number 33-630000-137, -139, -141, -167, or -169, as applicable, in accordance with the instructions in Beech SB No. 2333, Revision 1, dated November 1991.

(c) If cracks are found, prior to further flight, accomplish one of the following:

(1) Replace the rudder assembly with either part number 33-630000-137, -139, -141, -167, or -169, as applicable, in accordance with the instructions in Beech SB No. 2333, Revision 1, dated November 1991;

(2) Install Kit No. 33-6001-1 S in accordance with Beech SB No. 2333, Revision 1, dated November 1991; or

(3) If the cracks are found in the area of the upper hinge, the middle hinge, or both the upper and middle hinge as specified in Beech SB No. 2333, Revision 1, dated November 1991, then stop drill the cracks and install an SMP upper-hinge reinforcement bracket in accordance with STC SA4899NM. For cracks in the middle hinge, install the upper-hinge reinforcement bracket and also install an SMP rudder spar middle-hinge reinforcement bracket in accordance with STC SA5870NM.

(d) If a modification or replacement has been accomplished in accordance with either paragraph (b)(2), (b)(3), (b)(4), (c)(1), (c)(2), or (c)(3) of this AD, then no repetitive inspections are required by this AD.

(e) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, 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 Aircraft Certification Office.

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

(g) The inspections, installations, or replacements required by this AD shall be done in accordance with Beech Service Bulletin No. 2333, Revision 1, dated November 1991. This incorporation by reference was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51 on August 22, 1992. Copies may be obtained from Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment (39-8752) supersedes AD 92-15-06, Amendment 39-8300 which superseded AD 91-23-07, Amendment 39-8076.

(i) This amendment (39-8752) becomes effective on January 21, 1994.

FOR FURTHER INFORMATION CONTACT:

Mr. Larry Engler, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4122; facsimile (316) 946-4407.