

Sektion 2. Utlandstillverkad flygmateriel

<u>TITEL:</u>	Engångskontroll av stötstänger för sidorodrets trimroder
<u>GÄLLER:</u>	Alla SA26, SA226 och SA227
<u>ÅTGÄRD:</u>	För att undvika aerodynamisk vibration, strukturdeformation och möjligt haveri som följd, utför åtgärder i enlighet med bifogad kopia av FAA AD 90-24-03
<u>TID FÖR ÅTGÄRD:</u>	Före nästa flygning, om ej tidigare utförts.
<u>UNDERLAG:</u>	Fairchild Aircraft Service Notes 26-SN-061, 226-SN-162 och 227-SN-074. FAA AD 90-24-03
<u>REFERENS:</u>	LFV skrivelse L 9011-2541-31202, daterad 90-11-30 till ägare/brukare.
<u>BESLUTS-DATUM:</u>	1991-01-24

LFS: 1991:4

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.



U.S. Department
of Transportation

Federal Aviation
Administration

LUFTFARTSINSPEKTIONEN

00-11-30

EMERGENCY AIRWORTHINESS DIRECTIVE

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

November 20, 1990

Pursuant to the authority of the Federal Aviation Act of 1958, delegated to me by the Administrator, the following priority letter Airworthiness Directive (AD) No. 90-24-03, applicable to Fairchild Aircraft (Swearingen Aircraft) SA26, SA226, and SA227 series airplanes, is issued November 20, 1990, and is effective immediately upon receipt.

This AD requires a one-time inspection of the rudder trim tab rod assemblies in all Fairchild SA26, SA226, and SA227 series airplanes. The FAA has been notified of three failures of these assemblies (Part Number 27-42025-001 through 27-42025-009) caused by improper installation in one instance, and corrosion in the other two instances. The actions specified in this AD will preclude failure of the rudder trim tab rod assemblies and the resultant aerodynamic vibration, structural deformation, and possible loss of control of the airplane.

90-24-03 FAIRCHILD AIRCRAFT (SWEARINGEN AIRCRAFT). Priority letter issued on November 20, 1990. SA26, SA226, and SA227 series airplanes (all serial numbers), certificated in any category.

Compliance: Required within the next 15 hours time-in-service or 10 calendar days after receipt of this AD, whichever occurs first, unless already accomplished.

To prevent aerodynamic vibration, structural deformation, and possible loss of control of the airplane, accomplish the following:

(a) Visually inspect the rudder trim tab link assemblies (Part Numbers 27-42025-001 through 27-42025-009 as installed) as follows:

(1) Remove the fairing strip between the vertical fin and rudder.

(2) Check each connecting rod end for freedom of movement and corrosion around the bearing as follows:

(i) Move the rudder trim system from full left to full right deflection and check for any indications of corrosion or binding in the rod end fittings.

(ii) If necessary, remove the bolt connecting the actuator and each rod end and check the bearings for freedom of movement.

(iii) Check the bolts connecting the rudder actuator to each rod end to insure each bolt is oriented vertically.

(3) If either rod end is corroded, prior to further flight replace the affected rod end with a serviceable part.

(4) If the rudder trim mechanism is incorrectly installed, or if either rod end bearing is binding, prior to further flight replace the affected connecting rod and rod end assembly with serviceable parts.

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(5) If corrosion or binding is not found, reinstall the fairing strip and return the airplane to service.

NOTE 1: Fairchild Aircraft Service Notes 26-SN-061, 226-SN-162, and 227-SN-074 pertain to the subject of this AD.

NOTE 2: Although not required by this AD, the inspections specified in this AD should be included in the regular aircraft maintenance program.

(b) Airplanes may be flown in accordance to FAR 21.197 and 21.199 to a location where this AD may be accomplished.

(c) An alternate method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office, Southwest Region, FAA, Fort Worth, Texas 76193-0150; Telephone (817) 624-5150.

NOTE 3: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and then send it to the Manager, Airplane Certification Office, Fort Worth, Texas 76193-0150.

Priority letter 90-24-03 issued on November 20, 1990, is effective immediately upon receipt.

FOR FURTHER INFORMATION CONTACT:

Mr. Bob D. May, Aerospace Engineer, Airplane Certification Office, Fort Worth, Texas 76193-0150; Telephone (817) 624-5156.