
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Begränsning av maxvikt

GÄLLER: Model M20J S/N 24-3201, 24-3218 t o m 24-3238, 24-3240 t o m 3250, 24-3252 t o m 24-3256.

ÅTGÄRD: För att undvika obalans i sidorodret utför åtgärder enligt bifogad kopia av FAA AD 92-08-25 och Mooney Aircraft Corporation SB M20-252.

TID FÖR ÅTGÄRD:

A) Före flygning enligt FAA Emergency AD 92-08-15 om ej tidigare utförts.

B) Inom 15 flygtimmar i enlighet med Mooney Aircraft Corporation SB M20-252 om ej tidigare utförts.

UNDERLAG: FAA AD 92-08-15
Mooney Aircraft Corporation SB M20-252 daterad 6 april 1992 eller senare utgåva

REFERENS: FAA Emergency AD 92-08-15

UTGIVNINGS-DATUM: 1992-06-25

LFS: 1992:17

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.

EMERGENCY AIRWORTHINESS DIRECTIVE

OFFICE OF AVIATION SYSTEM STANDARDS
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

April 16, 1992
92-08-15

NOTE

**THIS COPY OF PRIORITY LETTER AD 92-08-15 REPLACES THE
COPY DATED APRIL 9, 1992.**

05-04

THE AD WAS PREVIOUSLY DISTRIBUTED WITHOUT THE PREAMBLE.

As an on-going process, the Federal Aviation Administration (FAA) evaluates the design criteria and function of various components and systems of aircraft certificated for operation in the United States in order to continue to assure aviation safety. Recent evaluation and system testing of the Mooney M20 series aircraft established the 2,900-pound gross weight limit on certain Mooney Model M20J airplanes. Subsequent analysis of computer data shows that it is possible that the rudder static balance on the affected airplanes could be outside acceptable limits for this 2,900-pound gross weight limit. This condition, if not detected and corrected, could lead to aerodynamic problems and loss of control of the airplane.

Mooney Aircraft Corporation has issued Service Bulletin (SB) M20-252, dated April 6, 1992, which specifies procedures for inspecting the rudder balance weight and adjusting it if it is outside the specified limits.

After examining the circumstances and reviewing all available information related to the analysis described above, the FAA has determined that airworthiness directive (AD) action should be taken in order to continue to assure the airworthiness of the affected airplanes.

Since an unsafe condition has been identified that is likely to exist on Mooney Aircraft Corporation Model M20J airplanes that are certificated for a 2,900-pound gross weight limit, this priority letter AD requires an immediate reduction of the 2,900-pound gross weight limit until the rudder balance weight is checked and adjusted as applicable. The check and possible adjustment would be accomplished in accordance with Mooney Aircraft Corporation SB M20-252, dated April 6, 1992.

Pursuant to the authority of the Federal Aviation Act of 1958, delegated to me by the Administrator, priority letter AD 92-08-15, applicable to certain Mooney Aircraft Corporation Model M20J airplanes, is issued April 9, 1992, and is effective immediately upon receipt.

92-08-15 MOONEY AIRCRAFT CORPORATION: Priority Letter issued on April 9, 1992. Docket No. 92-CE-29-AD.

Applicability: Model M20J airplanes, serial numbers 24-3201, 24-3218 through 24-3238, 24-3240 through 24-3250, and 24-3252 through 24-3256, certificated in any category.

Compliance: Required as indicated, unless already accomplished.

EMERGENCY AIRWORTHINESS DIRECTIVE

To prevent rudder imbalance, which could lead to aerodynamic problems and loss of control of the airplane, accomplish the following:

(a) Prior to further flight after receipt of this AD, accomplish the following:

(1) Fabricate a placard with the words "Maximum Gross Weight Reduced to 2,740 Pounds." Install this placard on the airplane instrument panel within the pilot's clear view.

(2) Insert a copy of this AD into the limitations section of the Airplane Flight Manual and operate the airplane accordingly.

(b) Within the next 15 hours time-in-service after receipt of this AD, inspect the airplane to ensure that the rudder static balance is within the required limits in accordance with paragraphs 1. through 3. of the INSTRUCTIONS section of Mooney Aircraft Corporation Service Bulletin (SB) M20-252, dated April 6, 1992.

(c) If the rudder static balance falls outside the limits specified in Mooney Aircraft Corporation SB M20-252, prior to further flight, adjust the rudder balance weight in accordance with paragraphs 4. through 7. of the INSTRUCTIONS section of Mooney Aircraft Corporation SB M20-252, dated April 6, 1992.

(d) The placard and Airplane Flight Manual limitation required by paragraphs (a)(1) and (a)(2) of this AD are no longer required after compliance with paragraphs (b) and (c) of this AD as applicable.

(e) An alternative 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, FAA, 4400 Blue Mound Road, Fort Worth, Texas 76193-0150. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth Airplane Certification Office.

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

(f) Copies of the applicable service information may be obtained from the Mooney Aircraft Corporation, P.O. Box 72, Kerrville, Texas 78029-0072. This information may also be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(g) Priority Letter AD 92-08-15, issued April 9, 1992, becomes effective immediately upon receipt.

FOR FURTHER INFORMATION CONTACT:

Mr. Bob D. May, Aerospace Engineer, Airplane Certification Office, FAA, Southwest Region, 4400 Blue Mound Road, Fort Worth, Texas 76193-0150; Telephone (817) 624-5156.