

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-054/1999

Datum vydání: 13. května 1999

LETADLO - OVLÁDÁNÍ VÝŠKOVÉHO KORMIDLA - KONTROLA

Týká se: letadel vyrobených firmou Raytheon Aircraft Company typů 65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90, C90A, E90, H90, F90, všech výrobních čísel, certifikovaných v kterékoliv kategorii.

Důvod vydání: zjištěny případy kolize řídicího lana výškového kormidla se systémy pod podlahou pilotní kabiny, což může vést ke ztrátě ovladatelnosti výškového kormidla.

Datum účinnosti: 17. Června 1999

Provést v termínech: Jak je popsáno v FAA PL AD 99-10-07 (příloha tohoto PZZ).

Postup provedení prací: Dle pokynů v FAA PLAD 99-10-07.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. V. Příhoda. Pokud to vyžaduje povaha tohoto PZZ musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA PL AD 99-10-07.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

99-10-07 RAYTHEON AIRCRAFT CORPORATION: Priority Letter issued on May 3, 1999. Docket No. 99-CE-18-AD.

Applicability: Beech Models 65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90, C90A, E90, H90, and F90 airplanes, all serial numbers, certificated in any category:

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

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

To detect and correct interference between the elevator control cable and equipment under the cockpit floor panels before the elevator control cable breaks, which could result in loss of elevator control with potential loss of control of the airplane, accomplish the following:

(a) Upon accumulating 600 hours total time in service (TIS) on the airplane or within the next 10 hours TIS after the receipt of this priority letter AD, whichever occurs later, accomplish the following:

(1) Remove the pilot's seat and floor panels in the cockpit area on the pilot's side of the airplane and inspect the entire area for interference or damage between the elevator control cable and equipment under the cockpit floor panels (wire harnesses, stainless steel clamps, etc.); and

(2) Run a cloth wrap around the control cable to detect broken strands of the control cable (Ref: 90 Series Maintenance Manual, Sections 5-20-00, 5-20-01 (if applicable), and 20-04-00).

(b) Prior to further flight after the actions required by paragraph (a), including all subparagraphs, of this AD, accomplish the following:

(1) Replace or repair any damaged items found during the inspection and cloth wrap procedure required in paragraphs (a)(1) and (a)(2) of this AD, respectively. This would include chafing damage and nicks, cuts, and broken strands on the control cable (Ref: 90 Series Maintenance Manual, Section 20-04-00, for criteria to determine if the cable needs to be replaced);

(2) Secure any component that is interfering with the elevator control cable and install additional supports and clamps as necessary to prevent sagging or further interference between the elevator control cables and equipment under the cockpit floor panels. Use best shop practices and Advisory Circular (AC) 43.13-1B as guides for installing the additional supports;

(3) Reinspect the elevator control cables in accordance with the procedures specified in paragraph (a)(1) of this AD upon completion of any rework or replacement to assure that there is no interference; and

(4) Re-install the floor panels and pilot's seat.

NOTE 2: Raytheon Safety Communique No. 143, dated October 1997, is not considered an alternative method of compliance to this AD.

(c) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Rm. 100, 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 ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Wichita ACO.

(d) Information related to this priority letter AD may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) Priority letter AD 99-10-07, issued May 3, 1999, becomes effective immediately upon receipt.

FOR FURTHER INFORMATION CONTACT:

Mr. Todd Dixon, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209, telephone: (316) 946-4152; facsimile: (316) 946-4407.