

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-118/2000

Datum vydání: 22. prosince 2000

LETOUN - OVLÁDÁNÍ SMĚROVÉHO KORMIDLA - KONTROLA/VÝMĚNA

Týká se: letadel Beech 58 vyrobených firmou Raytheon Aircraft Company (dříve Beech), výrobních čísel TH-1389, TH-1396 až TH-1885, certifikovaných v kterékoliv kategorii.

Důvod vydání: zamezit špatné instalaci šroubů a následnému poškození spojovací trubky pedálů prvního a druhého pilota, což může vést ke ztrátě ovladatelnosti směrového kormidla.

Datum účinnosti: : 25. ledna 2001.

Provést v termínech: Jak je popsáno v FAA AD 2000-22-18 (příloha tohoto PZZ).

Postup provedení prací: Dle pokynů v FAA AD 2000-22-18.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Shrbený. 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 AD 2000-22-18.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

2000-22-18 RAYTHEON AIRCRAFT COMPANY: Amendment 39-11965; Docket No. 2000-CE-42-AD.

(a) What airplanes are affected by this AD? This AD affects Beech Model 58 airplanes; serial numbers TH-1389, and TH-1396 through TH-1885, that are certificated in any category.

(b) Who must comply with this AD? Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) What problem does this AD address? The actions specified by this AD are intended to correct the wrong use of screws and consequent wear in the pilot/copilot pedal interconnect tube, which could result in loss of rudder control.

(d) What actions must I accomplish to address this problem? To address this problem, you must do the following actions:

Actions	Compliance Times	Procedures
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<p>(1) Inspect the rudder bellcrank interconnect tube for damage and ensure the floorboard panel screws are 3/4 inch or less in length. Screws that are longer than 3/4 inch in length can damage parts installed immediately below the floorboards.</p>	<p>Inspect within the next 6 calendar months after December 29, 2000 (the effective date of this AD).</p>	<p>Do this inspection in accordance with the ACCOMPLISHMENT INSTRUCTIONS paragraph of Raytheon Mandatory Service Bulletin SB 27-3013, Issued: June 2000, and the Baron Model 58 Shop Manual.</p>
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Actions	Compliance Times	Procedures
<p>(2) If you find no damage to the rudder bellcrank interconnect tube, discard any self-tapping coarse thread screw installed in the flanges that is longer than 3/4 inch.</p> <p>(3) If you find damage to the rudder bellcrank interconnect tube, and the damage has not worn into the aluminum interconnect tube, refinish the interconnect tube</p>	<p>Do all follow-on actions, such as replacement or repair, before further flight after the inspection.</p>	<p>Do these actions in accordance with the ACCOMPLISHMENT INSTRUCTIONS paragraph of Raytheon Mandatory Service Bulletin SB 27-3013, Issued: June 2000, and the Baron 58 Shop Manual.</p>

and discard any self-tapping coarse thread screw installed in the flanges that is longer than 3/4 inch.

(4) If you find damage to the rudder bellcrank interconnect tube, and the damage has worn into the aluminum interconnect tube, you must replace the interconnect tube and discard any self-tapping coarse thread screw installed in the flanges that is longer than 3/4 inch.

(5) Plug the floorboard screw hole.

(e) Can I comply with this AD in any other way? You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Send your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, 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 (e) of this AD. You should include in the request an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) Where can I get information about any already-approved alternative methods of compliance? Contact Paul C. DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

(g) What if I need to fly the airplane to another location to comply with this AD? The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can do the requirements of this AD.

(h) Are any service bulletins incorporated into this AD by reference? Actions required by this AD must be done in accordance with Raytheon Mandatory Service Bulletin SB 27-3013, Issued: June 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140; or on the Internet at <<http://www.raytheon.com/rac/servinfo/27-3013.pdf>>. This file is in Adobe Portable Document Format. The Acrobat Reader is available at <<http://www.adobe.com/>>. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) When does this amendment become effective ? This amendment becomes effective on December 29, 2000.

FOR FURTHER INFORMATION CONTACT: Paul C. DeVore, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

Issued in Kansas City, Missouri, on October 30, 2000.

Marvin R. Nuss, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.