PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-2-038/98

Datum vydání: 16. června 1998

LETADLOVÉ ZAŘÍZENÍ - AUTOPILOT - VÝMĚNA SERVOMECHANISMU

Týká se: servomechanismu autopilotů katalogových čísel 065-0076-10 až 065-0076-15, výrobních čísel 0001 až 3081, které jsou zabudovány na následujících letadlech (viz FAA AD 98-08-20), ale nejen na těchto, certifikovaných v kterékoliv kategorii.

Důvod vydání: zabránit uvolnění válcového čepu servomechanismu, které by mohlo vést k jeho vypadnutí a uváznutí v prostoru výstupního hřídele spojky a rozpojení mechanismu. Toto by mohlo vést k nutnosti zvýšení úsilí pilota při ovládání letadla s možností ztráty kontroly příslušné osy.

Datum účinnosti: 16.06.1998

Provést v termínech: jak je popsáno v části "Compliance" FAA AD 98-08-20.

Postup provedených prací: dle části "Compliance" FAA AD 98-08-20 (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Kračmer. Pokud to vyžaduje povaha tohoto PZZ musí být zapracován do příslušné části dokumentace pro obsluhu,údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 98-08-20.

Ing. Pavel MATOUŠEK

Ředitel technického inspektorátu

Úřad pro civilní letectví

98-08-20 Servo actuator Autopilots

Category - Appliance, Effective Date - 06/02/98, Recurring - No, Supersedes - N/A, Superseded by - N/A.

Amendment 39-10469; Docket No. 97-CE-74-AD.

Applicability: Bendix/King Model KSA 470 Autopilot Servo Actuators; part numbers 065-0076-10 through 065-0076-15; serial numbers 0001 through 3081; that are installed on, but not limited to, the following aircraft, certificated in any category:

Note 1: This subject is addressed in AlliedSignal Bendix/King Service Bulletin No. SB KSA 470-3, dated May 1997. This service bulletin references serial number 3082. Regardless of this reference, serial number 3082 is not affected by this AD.

Aircraft	FD/AP system	KSA 470 Part No.	Location
Raytheon 400 Series	KFC 400	065-0076-11	Yaw Axis
		065-0076-15	Roll Axis
Raytheon 200 Series	KFC 400	065-0076-11	Yaw Axis
Raytheon 300 Series	KFC 400	065-0076-15	Yaw Axis
Dassault Falcon 20	KFC 400	065-0076-15	Pitch Axis
		065-0076-15	Roll Axis
Fairchild C26A/C26B	KFC400	065-0076-11	Yaw Axis
Fairchild SA227-AC/ AT/BC/CC/DC	KFC400	065-0076-15	Roll Axis
Learjet 31A	KFC 3100	065-0076-12	Pitch Axis
		065-0076-14	Yaw Axis
		065-0076-15	Roll Axis
Lockheed S-2 Tracker	KFC 325	065-0076-10	Special
Piper 400LS and PA-42-1000	KFC 400	065-0076-15	Yaw Axis

Note 2: This AD applies to each airplane identified in the preceding applicability provision that has one of the affected actuators installed, 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 (d) 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 within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent the servo actuator roll pins from becoming loose; falling out; becoming lodged in the output shaft clutch mechanism; and preventing this mechanism from disengaging, which could result in increased effort by the pilot to control the aircraft and possible loss of control of the affected flight control axis, accomplish the following:

a. Replace the autopilot servo actuator with an actuator that incorporates Mod 3 in accordance with the applicable maintenance manual. This modification changes the size of the servo actuator roll pin holes to assure that the pins do not become loose and fall out.
b. As of the effective date of this AD, no person may install, on aircraft, one of the affected servo actuators that does not incorporate Mod 3.
c. Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.
d. 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, Room 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 the Wichita ACO.

e. All persons affected by this directive may obtain copies of the documents referred to herein upon request to AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170; or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

f. This amendment becomes effective on June 2, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Joel Ligon, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4138; facsimile: (316) 946-4407.