

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-114/2001

Datum vydání: 13. prosince 2001

LETOUN - OVLÁDÁNÍ VZTLAKOVÝCH KLAPEK - KONTROLA/VÝMĚNA

Týká se letadel vyrobených firmou Raytheon Aircraft Company následujících typů: A36, B36TC, 58, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, T-34C, T-34C (T-34C-1), T-34C(34C), A45 (T-34A, B-45), D45 (T-34B), 45 (YT-34), 35, 35R, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC, 95-55, 95-A55, 95-B5 5, 95-B55A, 95-B55B (T-42A), 95-C55, 95-C55A, D55, D55A, E55, E55A, 56TC, A56TC, 58, 58A, 58P, 58PA, 58TC, 58TCA, 95, B95, B95A, D95A, E95; jak je blíže specifikováno v části „What airplanes are affected by this AD“ FAA AD 2001-23-10 (příloha tohoto PZZ).

Důvod vydání: zabránit poruše sestavy ovládání klapek v důsledku nevhodné tepelné úpravy, což může vést k nestejnomyšlnému účinku klapek a následnému zhoršení říditelnosti letounu.

Datum účinnosti: ihned po obdržení.

Provést v termínech: Jak je popsáno v FAA AD 2001-23-10 od data účinnosti tohoto PZZ.

Postup provedení prací: Dle FAA AD 2001-23-10.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Shrbený. Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 2001-23-10.

Ing. Pavel MATOUŠEK
ředitel sekce technické

2001-23-10 Raytheon Aircraft Company: Amendment 39-12507; Docket No. 2001-CE-35-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

(1) Group 1: Raytheon may have installed the affected flap flex shaft assemblies on the following airplanes at manufacture:

Models	Serial Nos.
(i) A36.....	E-3302 through E-3398
(ii) B36TC.....	EA-652 through EA-677
(iii) 58.....	TH-1936 through TH-1988 and TH-1990 through TH-1996.

(2) Group 2: The affected flap flex shaft assemblies and flap actuator assembly could be installed through spare replacement on any of the following model airplanes:

Models	Serial Nos.
(i) 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, and G33.	All serial numbers
(ii) T-34C, T-34C (T-34C-1), T-34C(34C), A45 (T-34A,	All serial numbers.

B-45), D45 (T-34B), and 45 (YT-34).	
(iii) 35, 35R, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, and V35B.	All serial numbers except D-1 through D-837.
(iv) 36, A36, A36TC, and B36TC.....	All serial numbers except E-3302 through E-3398 and EA-652 through EA-677 (those serial numbers are included in Group 1).
(v) 95-55, 95-A55, 95-B5 5, 95-B55A, 95-B55B (T-42A), 95-C55, 95-C55A D55, D55A, E55, and E55A.	All serial numbers.
(vi) 56TC and A56TC.....	All serial numbers.
(vii) 58, 58A, 58P, 58PA, 58TC, and 58TCA.	All serial numbers except TH-1936 through TH-1988 and TH-1900 through TH-1996 (those serial numbers are included in Group 1)
(viii) 95, B95, B95A, D95A, and E95....	All serial numbers.

(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 prevent separation of the flap flex shaft assembly caused by improper heat treatment. Such a condition could lead to an asymmetric flap condition, which could result in uncommanded roll of the airplane.

(d) *What actions must I accomplish to address this problem for Group 1 airplanes?* To address this problem for Group 1 airplanes, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect the identification label on the left-hand (LH) flap flex shaft assembly, part (P/N) 12527Y-63.31, and the number right-hand (RH) flap flex shaft assembly, P/N 12163Y-63.31 or 12163Y-1, to determine the manufacture date. If the manufacture date on the identification label on any of the flex flap shaft assemblies is before January 2000 and after April 2001, the flap flex assemblies are not affected and do not need to be replaced.	Within the next 25 hours time-in- service (TIS) after December 13, 2001, the effective date of this AD.	In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001, and the applicable maintenance manual.
(2) If the manufacture date on the identification label on any of the flex flap shaft assemblies is from January 2000 through April 2001, replace with parts that were manufactured before January 2000 and after April 2001.	Prior to further flight after the inspection required in paragraph (d)(1) of this AD.	In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001, and the applicable maintenance manual.
(3) Do not install on any airplane, a LH flap flex shaft assembly, P/N 12527Y-63.31, a RH flap flex shaft assembly, P/N 12163Y-63.31 or 12163Y-1, or a flap actuator	As of December 13, 2001, the effective date of this AD.	In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001.

assembly, P/N 45-521212 (any dash number containing a flap flexible shaft assembly), that has a manufacture date from January 2000 through April 2001.		
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(e) *What actions must I accomplish to address this problem for Group 2 airplanes?* To address this problem for Group 2 airplanes, you must accomplish the following:

Actions	Compliance	Procedures
<p>(1) Check the airplane logbook to determine whether the LH flap flex shaft assembly, P/N 12527Y-63.31, the RH flap flex shaft assembly, P/N 12163Y-63.31 or 12163Y-1, or the flap actuator assembly, P/N 45-521212 (any dash number), has been replaced since March 1, 2000.</p> <p>(i) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the airplane logbook.</p> <p>(ii) If, by checking the airplane logbook, the pilot can positively show that the LH or the RH flap flex shaft assembly or the flap actuator assembly has never been replaced since March 1, 2000, no further action is required..</p>	<p>Within the next 25 hours time-in- service (TIS) after December 13, 2001, the effective date of this AD.</p>	<p>In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001.</p>
<p>(2) If the check of the airplane logbook shows that the LH or the RH flap flex shaft assembly or the flap actuator assembly has been replaced since March 1, 2000, or if complete records of the LH and RH flap flex assembly or the flap actuator assembly do not exist, inspect the identification labels on the flap flex shaft assemblies to determine the manufacture date.</p> <p>(i) If the manufacture date on the identification label on any of the flex flap shaft assemblies is from January 2000 through April 2001, replace with parts that were manufactured before January 2000 and after April 2001.</p> <p>(ii) If the manufacture date on any identification label is before January 2000 and after April 2001, the flap flex assemblies are not affected and</p>	<p>Within the next 25 hours time-in- service (TIS) after December 13, 2001, the effective date of this AD. Accomplish replacements prior to further flight.</p>	<p>In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001, and the applicable maintenance manual</p>

do not need to be replaced.		
(3) Do not install on any airplane, a LH flap flex shaft assembly, P/N 12527Y- 63.31, a RH flap flex shaft assembly, P/N 12163Y-63.31 or 12163Y-1, or a flap actuator assembly, P/N 45- 531212 (any dash number containing a flap flexible shaft assembly), that has a manufacture date from January 2000 through April 2001.	As of December 13, 2001, the effective date of this AD.	In accordance with Raytheon Mandatory Service Bulletin SB27-3478, Issued: September 2001.

(f) *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. Submit 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 (f) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) *Where can I get information about any already-approved alternative methods of compliance?* Contact Paul 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.

(h) *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 accomplish the requirements of this AD. You must adhere to the limitations presented in the appendix to this AD.

(i) *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 27-3478, Issued: September 2001. 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. You may view this information at 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.

(j) *When does this amendment become effective?* This amendment becomes effective on December 13, 2001.

Appendix to Docket No. 2001-CE-35-AD

The following must be adhered to in order to obtain a special flight permit as specified in paragraph (h).

Limitations--Flaps must be retracted for all takeoffs.

Emergency Procedures

Asymmetrical Flaps

Attempt to retract the flaps. If flaps will not retract, the airplane will have a tendency to roll in the direction of the retracted flap. This roll tendency will increase with increasing speed. Use aileron trim and reduce speed as required to reduce roll forces.

Flaps-Up or Asymmetrical-Flap Landing

Follow all published Before Landing Procedures except for airspeed. Maintain the published Flaps-Up Approach Speed. If this speed is not published, use one of the following:

(a) Multiply the highest indicated flaps-up stall speed, found in the Performance Section, by 1.3.

or

(b) For Bonanza Series, T-34A, T-34B, and 45, add 10 knots to the published Flaps-Down Landing Approach Speed.

(c) For Baron Series, add 15 knots to the published Flaps-Down Landing Approach speed.

Plan on longer landing distance.

Issued in Kansas City, Missouri, on November 13, 2001.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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