

Airworthiness Directive Schedule

Aeroplanes

Beechcraft F33, 35, V35 and A36 Series (Bonanza and Debonair)

19 December 2019

- Notes:**
1. This AD schedule is applicable to Beechcraft F33A, 35-C33A, V35, V35B and A36 aircraft manufactured under Federal Aviation Administration (FAA) Type Certificate No. 3A15.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft.

State of Design ADs can be obtained directly from the FAA website at: [Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/dynamic-regulatory-system)
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below..... 15

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DCA/B35/1A Propeller Governor Control Linkage - Inspection

Applicability: Model V35 S/N D-7977 through D-9214.

Requirement: Inspect per Beechcraft SI 0401-254 Rev. I.

Compliance: Within the next 25 hours TIS and thereafter at intervals not exceeding 100 hours TIS.

Effective Date: 28 February 1971

DCA/B35/2 Control Wheel Adaptor - Replacement

Applicability: As detailed.

Requirement: Replace control wheel adaptor per Beechcraft SI 0254-156 Rev. IV.
(FAA AD 71-24-10 refers)

Compliance: Within the next 50 hours TIS.

Effective Date: 31 March 1972

DCA/B35/3 Power Plant Oil Drain Hose - Removal

Applicability: Model 35 Series aircraft S/N D-1 and subsequent.

Requirement: Remove oil drain hose per Beechcraft SI 0483-241 Rev. I.

Compliance: Within next 50 hours TIS.

Effective Date: 31 March 1972

DCAB-35/4 Fuel System - Minimum Fuel For Take-Off - Decals - Modification

Applicability: Model 35 series aircraft S/N D-5726 through D-9068.

Requirement: Install decals per Beechcraft SI 0493-281 Rev. II.

Compliance: Within next 50 hours TIS.

Effective Date: 31 May 1972

DCA/B35/5A Cancelled - DCA/B35/29 refers

Effective Date: 31 May 2007

DCA/B35/6 Fuselage Bulkheads - 256.9 And 272 - Inspection

Applicability: Model 35 series aircraft S/N D-1 through D-1500.

Requirement: Inspect per Beechcraft SB 35-26.
(FAA AD 57-18-1 refers)

Compliance: Within the next 100 hours TIS and thereafter at intervals not exceeding 100 hours TIS.

Effective Date: 28 February 1974

DCA/B35/7 Cancelled - purpose fulfilled**DCA/B35/8 Seat Belts - Modification**

Applicability: Model V35B S/N D-9582 through D-9861, and Model A36 S/N E-515 through E-824.

Requirement: Modify per Beech SI 0850-313 Rev.1.
(FAA AD 76-22-02)

Compliance: Within next 100 hours TIS.

Effective Date: 20 July 1977

DCA/B35/9 Flexible Fuel Tanks - Inspection

Applicability: Model V35, V35B S/N D-7067 through D-9537 and any other Model 35 and 36 series aircraft equipped with Goodyear BTC-39 series fuel tanks.

Requirement: Accomplish the following:

1. Establish type of fuel tank fitted per Beech SI 0895.
2. If Goodyear BTC-39 tanks found fitted, continue with inspection procedure per Beech SI 0895 Rev.I.

(Goodyear SB FT-77-1 and FAA AD 78-05-06 refer)

Compliance: 1. Within next 25 hours TIS or 30 days, whichever is the sooner.
2. Within next 100 hours TIS or 6 months, whichever is the sooner. Thereafter at intervals not exceeding 12 months.

Effective Date: 12 May 1978

DCA/B35/10 Cancelled - purpose fulfilled**DCA/B35/11 Cancelled - purpose fulfilled****DCA/B35/12 Emergency Exits - Placards And Modification**

Applicability: Model V35 series S/N D-1 through D-15002; Models 36 and A36 S/N E-1 through E-1593; as respectively detailed in Beechcraft SI 1241.

Requirement: Install placards and modify openable window latches per Beechcraft SI 1241.

Compliance: Within next 100 hours TIS unless already accomplished.

Effective Date: 20 April 1984

DCA/B35/13 Fuel Valve Installation - Modification

- Applicability:** Models V35 and V35B series S/N D-6874 through D-10403; Models 36 and A36 S/N E-1 through E-2061.
- Requirement:** To preclude possibility of inadvertent 'OFF' selection, modify fuel valve per Beechcraft SI 1248.
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 20 April 1984

DCA/B35/14 Operating Limitations - Placards

- Applicability:** All Model V35 and V35B.
- Requirement:** To prevent possible failure of the V-tail when operating aircraft in conditions where only marginal structural strength may be available, accomplish the following:-
1. Fabricate and install on the instrument panel as near as possible to the airspeed indicator and in clear view of the pilot, the following placard using letters of 0.10 inch minimum height:
"Never exceed speed, Vne, 171 knots (197 MPH) IAS Maximum structural cruising speed, Vno, 154 knots (177 MPH) IAS.
Manoeuvring speed, VA, 115 knots (132 MPH) IAS".
 2. Mark the outside surface of the airspeed indicator with lines of approximately 1/16 inch by 3/16 inch as follows:
 - (a) Red line at 171 knots (197 MPH) and
 - (b) Yellow line at 154 knots, (177 MPH) and
 - (c) A white slippage mark between the airspeed indicator glass and case to visually verify glass has not rotated.
 3. Where applicable, fabricate and install on the instrument panel, over existing "Utility Category" placard the following placard using letters of 0.10 inch minimum height.
"Normal Category Operation Only"
Aircraft to be operated per above limitations.
(FAA AD 86-21-07 refers)
- Compliance:** Prior to next flight.
- Effective Date:** 11 December 1986

DCA/B35/15C Stabiliser Installation - Inspection And Modification

- Applicability:** Models C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, and P35, all S/Ns and Models S35, V35, V35A, and V35B, all S/Ns, that do not have the straight tail conversion modification incorporated per STC SA2149CE.
- Requirement:** To prevent structural failure of the V-tail, which could result in loss of control of the aircraft, accomplish the following:

- 1) Verify that the ruddervator balance is within the manufacturer's specified limits as defined in the applicable shop or maintenance manual and balance the ruddervator control surfaces, as necessary in accordance with Section 3 of Beech Shop Manual 35-590096B19, or subsequent revisions.
- 2) Visually inspect the empennage, aft fuselage, and ruddervator control system for damage as follows;
 - (i) Repair or replace any damaged parts; and
 - (ii) Inspect and set the elevator controls, rudder and tab system controls, cable tensions, and rigging. Accomplish any repairs and replacements prior to further flight after the applicable inspection, in accordance with the procedures specified in the instructions to Beech Kit 35-4017-1 "Kit Information Empennage and Aft Fuselage Inspection", as specified in Beech SB 2188, dated May, 1987.
- 3) Visually inspect the fuselage bulkheads at FS 256.9 and FS 272 for damage (cracks, distortion, loose rivets, etc.); and visually inspect the fuselage skin around the bulkhead for damage (wrinkles or cracks). Repair or replace damaged parts before further flight.
- 4) Remove all external stabilizer reinforcements installed during incorporation of either STC SA845GL, STC SA846GL, STC SA1650CE, STC SA2286NM, or STC SA2287NM, as applicable
 - (i) Seal or fill any residual holes with appropriate size rivets.
 - (ii) The internal stub spar incorporated through STC SA1649CE and STC SA1650CE may be retained.
 - (iii) The external angles incorporated through STC SA1649CE may also be retained by properly trimming the leading edges section to permit installation of the stabilizer reinforcement referenced in paragraph (5) of this AD.
 - (iv) For the Beech Models S35, V35, V35A, and V35B, you may retain and use the fail-safe external angles that were installed in accordance with STC SA1649CE instead of the stabilizer reinforcement specified in paragraph (5) of this AD.
- (5) Accomplish the following:
 - (i) Install stabilizer reinforcement, and
 - (ii) Set the elevator nose-down trim; and
 - (iii) Replace the ruddervator tab control cables with larger diameter cables, in accordance with the instructions to RAC Kit No. 35-4016-3, 35-4016-5, 35-4016-7, or 35-4016-9, as applicable and as specified in SB 2188, dated May, 1987.
- (6) Verify the accuracy of the aircraft basic weight and balance information by accomplishing either step (a) or (b) below. Correct any discrepancies prior to further flight after the verification.
 - (a) Weight & Balance Information Accuracy Method No 1.
 - (i) Review existing weight and balance documentation to assure completeness and accuracy of the documentation from the most recent FAA-approved weighing or from factory delivery to date of compliance with this AD.
 - (ii) Compare the actual configuration of the aircraft to the configuration described in the weight and balance documentation; and

(iii) If equipment additions or deletions are not reflected in the documentation or if modifications affecting the location of the center of gravity (eg., paint or structural repairs) are not documented, determine the accuracy of the aircraft weight and balance data in accordance with Method No. 2; or

(b) Weight and Balance Information Accuracy Method No. 2:

i) Determine the basic empty weight and center of gravity (CG) of the empty aircraft using the Weighing Instructions in the Weight and Balance Section of the POH/AFM. Record the results in the aircraft records, and use these new values as the basis for computing the weight and CG information as specified in the POH/AFM, Weight and Balance Section.

(FAA AD 94-20-04R2 refers)

- Compliance:**
1. Within the next 100 hours TIS and thereafter prior to further flight after the ruddervators are repaired or repainted.
 2. Within the next 100 hours TIS unless already accomplished.
 3. Within the next 100 hours TIS. Repetitively inspect thereafter at intervals not to exceed 100 hours TIS.
 4. Within the next 100 hours TIS, unless already accomplished.
 5. Within the next 100 hours TIS, unless already accomplished.
 6. Within the next 100 hours TIS, unless already accomplished.

Effective Date: DCA/B35/15B 28 November 2002
DCA/B35/15C 25 September 2003

DCA/B35/16 Seat Recline Actuator - Modification

Applicability: Model V35B, S/N D-10348, D-10353 through D-10403 and Model A36, S/N E-1422, E-1551, E-1569, E-1581, E-1594 through E-2327, equipped with optional hydrolock seat recline actuators on co-pilot and third and fourth passenger seats. (Seats immediately behind pilot and co-pilot).

Requirement: To prevent armrest from contacting seat recline actuator handle and inadvertently releasing seat back locking, modify per Beechcraft SB 2175 Rev.1.
(FAA AD 87-18-06R1 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 19 February 1988

DCA/B35/17 Seat Installations - Inspection

Applicability: Model V35B, S/N D-9830 through D-10403.

Requirement: Inspect and rework; as necessary per Beechcraft SB 2010 Rev.1 Part II.
(FAA AD 88-21-02 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 10 March 1989

DCA/B35/18 Elevator Control Fittings - Inspection

Applicability: Models V35, S/N D-1 through D-9068 and 35-C33A, S/N CE-1 through CE-289, and any other 35 series aircraft with a replacement magnesium control fitting.

Requirement: To prevent failure, accomplish the following per Beechcraft SB 2242 Rev.1:-

1. Establish control fitting material.
2. Inspect magnesium fittings. Replace any with cracks as prescribed, before further flight.

(FAA AD 89-05-02 refers)

Compliance:

1. Within next 100 hours TIS (T.I.S)
2. At intervals not exceeding 100 hours T.I.S until replaced.

Effective Date: 16 June 1989

DCA/B35/19A Cancelled – DCA/B35/33 refers

Effective Date: 23 February 2012

DCA/B35/20A Wing Forward Spar - Inspection

Applicability Model 35-33, 35-A33, 35-B33, 35-C33, E33, F33, and G33 S/N CD-1 through CD-1304; 35-C33A, E33A, and F33A S/N CE-1 through CE-1192; E33C and F33C S/N CJ-1 through CJ-179; H35, J35, K35, M35, N35, P35, S35, V35, V35A, and V35B S/N D4866 through D-10403; 36 and A36 S/N E-1 through E-2397; A36TC and B36TC S/N EA-1 through EA-471.

Requirement: To prevent structural damage to the wing that could progress to the point of failure inspect per Beechcraft SB 2360. If cracks are found rectify and reinspect as detailed in SB 2360.

(FAA AD 95-04-03 refers)

Compliance: At 1500 hours total time in service or within next 100 hours time in service (TIS), whichever is the later. If no cracks are found, reinspect at intervals not to exceed 500 hours TIS. If cracks are found, reinspect at intervals as detailed in SB 2360.

Effective Date: DCA/B35/20 30 August 1991
DCA/B35/20A 14 April 1995

DCA/B35/21 Elevator Trim Tab Actuator - Colour Coding

Applicability: Model 35-C33A, E33A, F33A S/N CE-1 through CE-235, CE-249, CE-250, CE-256, CE-260, CE-264 through CE-268, and CE-270 through CE-1565; and Model 36, A36 S/N E-1 through E-2103, and E-2105 through E-2110.

Requirement: To prevent aircraft loss of control because of interchanging the RH and LH elevator trim tab actuators, colour code the actuators per Beechcraft SB 2399.

(FAA AD 91-17-01 refers)

Compliance: Next time the trim tab actuators are removed for any reason but no later than 28 February 1993.

Effective Date: 28 February 1992.

DCA/B35/22 Control Rod Assembly - Inspection

Applicability: Models 35, 35R, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35TC, V35A, V35A-TC, V35B, and V35B-TC, S/N D-1 through D-10403, D-15001, and D-15002.

Requirement: To prevent failure of the ruddervator differential tail control rod assembly, which could result in loss of control of the aircraft, accomplish the following:-

1. Inspect the ruddervator differential tail control rod assembly for cracks and corrosion per Raytheon Mandatory SB 2668 revised December 1996. Prior to further flight, repair or replace any corroded or cracked part per SB 2668 revised December 1996.
2. Apply anti-corrosion sealant to the ruddervator control push-rods per SB 2668 revised December 1996.
(FAA AD 97-06-11 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 9 May 1997

DCA/B35/23 Interior Door Handles - Inspection

Applicability: Models E33, F33, G33, E33A, F33A, E33C, F33C, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, V35ATC, V35BTC, 36, A36, A36TC, and B36TC.

Requirement: To prevent unintentional opening of the cabin side door and the utility door from the interior of the aircraft, accomplish the following:-

Check the cabin side door handle and the utility door handle from the interior of the aircraft for proper locking (rotating the door handle clockwise without depressing the lock release button) per Raytheon SB 2693. If the door handle opens the door when rotated without depressing the handle's lock release button, prior to further flight, repair per SB 2693. If the door handle is locked and will only unlock by depressing the handle door lock release button, then no further action is necessary.
(FAA AD 97-14-15 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 29 August 1997

DCA/B35/24 Cancelled – Purpose Fulfilled

DCA/B35/25 Flight Controls – Inspection for Interference

Applicability: Model A36 S/N E-3058 through E-3156, E-3158 through E-3170, E-3172 through E-3177, E-3180 through E-3185, E-3187 through E-3198, E-3200, and E-3202.
Model B36TC S/N EA-594 through EA-610, EA-613, EA-615, EA-616, EA-618, EA-619, and EA-621.

Requirement: To prevent any components or wiring from interfering with the flight control mechanism caused by inadequate clearance, which could result in loss of aileron and/or elevator control, accomplish the following:-

Inspect for interference or inadequate clearance between the flight control mechanism and any component located forward of the instrument panel. Perform this inspection per Raytheon Mandatory SB 27-3232. If interference or inadequate clearance is found, prior to further flight, secure all components clear of the flight control mechanism as specified in SB 27-3232.
(FAA AD 99-09-15 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 4 June 1999

DCA/B35/26A Fuselage Assembly - Inspection

Applicability: Model 36 S/N E-1 through E-184.
Model A36 S/N E-1 through E-3231, and E-3233,
Model A36TC S/N EA-1 through EA-241 and EA-243 through EA-272.
Model B36TC S/N EA-1 through EA-635.

Requirement: To prevent critical structural failure of the aircraft due to missing rivets in the right hand fuselage panel assembly area above the right wing and below the cabin door threshold, accomplish the following:-

Inspect for up to 9 missing rivets between fuselage station (FS) 83.00 and F.S. 91.00 at water line (WL) 90.3 per Raytheon Mandatory SB 53-3341, Revision 1, and the applicable Maintenance Manual.

If rivets are found missing, prior to further flight, install these rivets per SB 53-3341, Revision 1, and the applicable Maintenance Manual.
(FAA AD 2003-01-01 refers)

Compliance: Within next 100 hours TIS if not already accomplished.

Effective Date: DCA/B35/26A 27 March 2003
DCA/B35/26 22 February 2001

DCA/B35/27 Rudder Control System - Inspection

Applicability: Model A36 S/N E-2519 through E-3140, and model B36TC S/N EA-501 through EA-608.

Requirement: To correct any misrouted rudder control cables and consequent guard pin wear or fraying of the cables and to prevent possible loss of rudder control, accomplish the following:-

Inspect rudder control system per Raytheon Mandatory SB 27-3265, and the applicable aircraft Maintenance Manual or Shop Manual.

Before further flight, replace any worn or damaged guard pins and pulley brackets.

Check the aircraft log book to determine if a misrouted control cable was detected during earlier maintenance and the misrouting was corrected. If a misrouting has been recorded or found during this inspection, before further flight install replacement rudder control cables in accordance with the following:-

(i) Apply corrosion preventive compounds, as necessary, to provide corrosion protection.
(ii) Install rudder control cables.
(iii) Adjust rudder control cables to correct tension and adjust control surface travel.
(iv) Perform an operational checkout of the flight control system to ensure proper operation of installed rudder control cables, pulley brackets, guard pins and attaching hardware. Accomplish this per SB 27-3265, and the applicable aircraft Maintenance Manual or Shop Manual.

(FAA AD 2000-24-04 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 22 February 2001

DCA/B35/28 Flap Flex Shafts - Inspection

Applicability: Group 1: Model A36, S/Ns E-3302 through E-3398
Model B36TC, S/Ns EA-652 through EA-677
Model 58, S/Ns TH-1936 through TH-1988 & TH-1990 through TH-1996
Group 2: Model 35-33, 35-A33, 35B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33 all S/Ns, and
Model T34C, T34C-1 T34C(34C) A45 (T34A, B-45), D45 (T-34B) and 45(YT-34) all S/Ns and
Model 35, 35R, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B all S/Ns and
Model 36, A36, A36C, A46TC, B36TC all S/Ns.

Requirement: To prevent failure of the flap flex shafts that may result in an asymmetric flap condition, accomplish the following:-

Group 1: Inspect the left (P/N 1252Y-63.31), and right (P/N 12163Y-63.31 or 1263Y-1), flap flex shaft assemblies to determine the date of manufacture on the identification label. If the date of manufacture is between Jan 2000 and Apr 2001, replace the flex shaft with an item manufactured outside this date range, before further flight.

Group 2: Check the aircraft logbook to determine whether the left or right hand flap flex shaft assemblies have been replaced since 01 March 2000. If the flex shafts have been changed after this time inspect/replace as for Group 1 aircraft. If the flex shaft assemblies have not been changed since 01 March 2000, no further action is required.
(FAA AD 2001-23-10 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 20 December 2001

DCA/B35/29 MLG Retract Mechanism – Modification and Lubrication

Applicability: Model 35-C33A and F33A aircraft, S/N CE-1 through to CE-349
Model V35 and V35B aircraft, S/N D-1 through to D-9287
Model A36 aircraft, S/N E1 through to E-283
Model F33C aircraft, S/N CJ-1 through to CJ-30

Note 1: Accomplishment of DCA/B35/5A satisfies the requirements of this AD.

Requirement: To prevent a wheels up landing due to the possibility of seizure of the MLG uplock rollers, accomplish the following:

1. Inspect the MLG uplock rollers, per Beechcraft Service Instruction No. 0448-211.

Replace non greasible uplock rollers with the greasible type and install hollow zerk-ended mounting bolts on the uplock rollers, per Beechcraft Service Instruction (SI) No. 0448-211, before further flight.

Note 2: Non greasible uplock rollers have a solid inner race. The greasible type have a drilled and grooved inner race.

2. Lubricate the uplock mechanism per SI No. 0448-211.
(FAA AD 2007-08-08 refers)

Compliance: 1. Within the next 300 hours TIS.
2. Within the next 300 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 31 May 2007

DCA/B35/30 Circuit Breaker Toggle Switches – Replacement

Applicability: Model F33 and G33 aircraft, S/N CD-1235 through to CD-1304, and
Model F33A CE-290 through to CE-1791, and
Model F33C aircraft, S/N CJ-26 through to CJ-179, and
Model V35B aircraft, S/N D-9069 through to D-10403, and
Model A36 aircraft, S/N E-185 through to E-3629 and E-3631 through to E-3635, and
Model A36TC and B36TC aircraft, S/N EA-1 through to EA-695, and
Fitted with circuit breaker toggle switches P/N 35-380132-1 through to P/N 35-380132-53.

Requirement: To prevent failure of affected circuit breaker toggle switches due to possible overheating which could result in smoke in the cockpit and the inability to turn the switch off, accomplish the following:

1. Replace all affected circuit breaker toggle switches with an improved circuit breaker toggle switch P/N 35-380132-61 through to P/N 35-380132-113 as applicable, per the instructions in Hawker Beechcraft SB 24-3807, issued May 2007, and Raytheon Aircraft Company SB 24-3735, issued August 2005.
2. An affected circuit breaker shall not be fitted to any aircraft.
(FAA AD 2008-13-17 refers)

Compliance:

1. By 28 August 2009.
2. From 28 August 2008.

Effective Date: 28 August 2008

DCA/B35/31 Shoulder Harness Guide Retaining Washer – Inspection and Replacement

Applicability: Model A36 aircraft, S/N E-825 through to E-2578
Model B36TC aircraft, S/N EA-242 and EA-273 through to EA-509
Model E55 and E55A aircraft, S/N TE-1078 through to TE-1201
Model F33A aircraft, S/N CE-634 through to CE-1536
Model V35B aircraft, S/N D-9862 through to D-10403
Model A36TC aircraft, S/N EA-1 through to EA-241 and EA-243 through to EA-272

Requirement: To prevent the pilot and copilot shoulder harnesses detaching from the airframe due to the possible installation of an incorrect washer which could result in a shoulder harness malfunction, accomplish the following:

Inspect the washers on the “D” ring of the pilot and copilot shoulder harnesses for the correct material, inner and outer diameter, and thickness per the instructions in Beechcraft MSB No. 2394 dated December 1990.

If an incorrect washer is found fitted, replace with washer P/N 100951X060YA per MSB No. 2394 before further flight.

(FAA AD 2009-25-01 refers)

Compliance: Within the next 100 hours TIS unless previously accomplished.

Effective Date: 8 January 2010

DCA/B35/32B Elevator Control System – Inspection and Replacement

Applicability: Model F33A, 35-C33A, V35, V35B and A36 aircraft, all S/N fitted with a forward elevator control cable configuration per figure 1 of this AD.

Note 1: No further AD action required for those aircraft already in compliance with DCA/B35/32A. This AD revised to clarify the applicability and revise the requirement. Figure 1 introduced to provide additional information to determine AD applicability. The repetitive inspections and the requirement to replace forward elevator control cable assemblies which have been in service for more than 15 years has been removed from this AD with the publication of manufacturer Instructions for Continuing Airworthiness (ICA).

Requirement: To prevent loss of elevator control which could result in loss of aircraft control, accomplish the following:

1. Replace the forward elevator cable assembly, or

Inspect the forward elevator control cable assembly for wear, broken wires and corrosion. If any defects are found, replace the forward elevator control cable assembly before further flight.

2. Cable assemblies or parts removed from service per the requirements of this AD may not be installed on any aircraft.

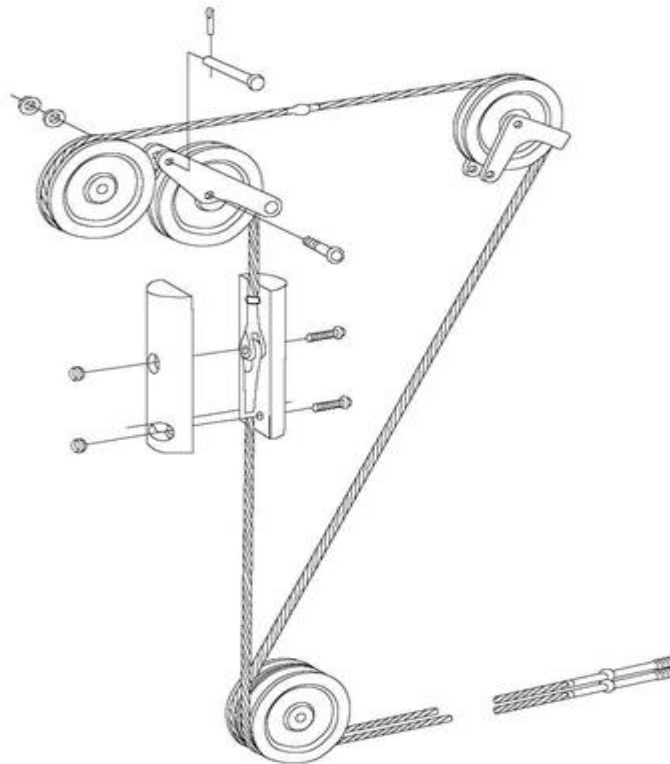


Figure 1 - Forward Elevator Control Cable - Adapted from the Beechcraft IPC.

Note 2: Compliance with chapter 7, section 8, paragraph 7-149(d) of FAA AC 43-13-1B, or the manufacturer maintenance instructions are an acceptable means of compliance for the inspections mandated by this AD.

(CASA ADs AD/BEECH 33/48, AD/BEECH 35/74 and AD/BEECH 36/54 all at Amdt 1 refer)

Compliance: 1. For aircraft that have not had the forward elevator cable assembly replaced or inspected at the last maintenance inspection:

Before further flight after 19 January 2012 (the effective date of DCA/B35/32A).

For aircraft that have had the forward elevator control cable assembly replaced or inspected at the last maintenance inspection:

At the next scheduled maintenance inspection.

2. From 19 January 2012 (the effective date of DCA/B35/32A).

Effective Date: DCA/B35/32 - 18 January 2012
DCA/B35/32A - 19 January 2012
DCA/B35/32B - 29 March 2012

DCA/B35/33 Rudder Forward Spar – Inspection and Replacement

Applicability: Model 35-33, 35-A33, 35-B33, 35-C33, E33, F33 and G33 aircraft, S/N CD-1 through to CD-1304
Model 35-C33A, E33A, and F33A aircraft, S/N CE-1 through to CE-1425
Model E33C and F33C aircraft, S/N CJ-1 through to CJ-179
Model 36 and A36 aircraft, S/N E-1 through to E-2518
Model A36TC and B36TC, aircraft S/N EA-1 through to EA-500

Note 1: This AD supersedes DCA/B35/19A to align the AD requirement and compliance with FAA AD 93-24-03.

Requirement: To prevent failure of the rudder which could result in loss of aircraft control, accomplish the following:

Inspect the rudder forward spar for cracks per the instructions in Beech SB No. 2333 revision 1, dated November 1991.

If no cracks are found, accomplish one of the following:

- Reinspect the rudder forward spar for cracks per the instructions in Beech SB No. 2333 at the intervals specified in the compliance of this AD, or
- Install Kit No. 33-6001-1 S per Beech SB No. 2333, or
- Install a Spacecraft Machine Products (SMP) rudder spar upper-hinge reinforcement bracket per STC SA4899NM, or
- Replace the rudder assembly with either P/N 33-630000-137, - 139, -141, - 167 or -169, as applicable per the instructions in Beech SB No. 2333.

If any cracks are found accomplish one of the following before further flight:

- Replace the rudder assembly with either P/N 33-630000-137, - 139, -141, - 167 or -169 as applicable per the instructions in Beech SB No. 2333, or
- Install Kit No. 33-6001-1 S per Beech SB No. 2333, or
- If the cracks are found in the area of the upper hinge, the middle hinge or both the upper and middle hinge per the instructions in Beech SB No. 2333, then stop drill the cracks and install an SMP upper-hinge reinforcement bracket per STC SA4899NM. For cracks found in the middle hinge, install the upper-hinge reinforcement bracket and install a SMP rudder spar middle-hinge reinforcement bracket per STC SA5870NM.

Note 2: If the rudder has been replaced or modified per the requirements of this AD, then no repetitive inspections are required by this AD.
(FAA AD 93-24-03 refers)

Compliance: At 1000 hours TTIS or within the next 100 hours TIS whichever occurs later, unless previously accomplished, and thereafter at intervals not to exceed 500 hours TIS reinspect the rudder forward spar for cracks per the instructions in Beech SB No. 2333 until the rudder has been replaced or modified per the requirements of this AD.

Effective Date: 23 February 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2018-06-11 Exhaust Tailpipe V-band Coupling - Inspection

Applicability: Model A36TC and B36TC aircraft, all S/N fitted with a turbocharged engine.
Model S35, V35, V35A, and V35B aircraft, all S/N fitted with a Continental TSIO-520-D engine with AiResearch turbocharger during manufacture, and
Model S35, V35, V35A, and V35B aircraft, all S/N embodied with StandardAero STC SA1035WE.

Note: This AD is not applicable to model S35, V35, V35A and V35B aircraft fitted with a Continental TSIO-520-D engine with an AiResearch turbocharger during manufacture, if a one-piece v-band coupling (clamp) P/N NH1000897-40 is installed.

Effective date: 3 May 2018

*** 2019-21-08 Cancelled – FAA AD 2019-23-10 refers**

Effective date: 19 December 2019

*** 2019-23-10 Aileron Aileron Flight Control Cables - Inspection**

Applicability: Models E33, E33A, E33C, F33, G33, 35-C33, 35-C33A, S35, V35, V35A, and 36, all S/N.
Model F33A, S/N CE-290 through to CE-680
Model F33C, S/N CJ-26 through to CJ-128
Model V35B, S/N D-9069 through to D-9961
Model A36, S/N E-185 through to E-925.

Effective date: 19 December 2019