



Service Clinic Trends



ABS Air Safety Foundation's popular Service Clinic inspection program provides an unmatched service to members and their mechanics. It also gives an unparalleled look into the maintenance status of the ABS fleet as a whole. As members participate in inspections, they record squawks and take a copy home for their mechanic's use. ABS keeps a copy and, although we keep identified information confidential, we track the information to locate trends. ASF completed a review of eight years of Service Clinic data sheets to generate a review of fleet squawks as a whole. Remember, this data comes only from those airplanes that were inspected by the program; the true nature of the fleet may be different.

Each list to the right identifies the squawks that appeared on **more than 50%** of that model inspected in eight years of ABS Service Clinics.

■ 36/A36

- Replace fuel cap O-ring seals
- Wing bolt cover clips needed
- Fuel vent tube installed incorrectly, mostly wrong angle or length
- Aileron bolt needs bellcrank plug
- Ruddervator/elevator push rod worn, replacement needed
- Lubricate all flap switch rollers at annual
- Uplock tension spring needs replacement
- Nose gear retract arm aft bolt loose, needs to be tightened
- Nose gear lift leg 2,000-hour inspection requirement. Lubricate retract rod end with LPS2.
- Shimmy damper needs service, may be dry inside
- Exhaust pipe chafing cowl flap
- Reposition tailpipe
- Cannot rotate nose gear tapered cone due to nose steering yoke bolt too tight or broken, should be able to move with fingers

■ F33A

- Lubricate all flap switch rollers at annual
- Fill voids in baffling with RTV 108
- Replace fuel cap O-ring seals, mostly at annual
- Nose gear lift leg 2,000-hour inspection requirement. Lubricate retract rod end with LPS2.
- Nose gear retract rod ends need lubrication/spray
- Shimmy damper empty, needs servicing/overhaul
- Nose gear retract arm/rod aft bolt loose, needs to be tightened
- Uplock tension spring needs replacement
- Check uplock roller clearance

■ V35B

- Nose gear lift leg 2,000-hour inspection requirement. Lubricate retract rod end with LPS2.
- Cannot rotate nose gear tapered cone due to nose steering yoke bolt too tight or broken, should be able to move with fingers
- Wing bolt cover clips damaged or missing
- Flap bumper needs replacement
- Fill voids in baffling with RTV 108
- Replace fuel cap O-ring seals, mostly at annual

■ S35

- Nose gear lift leg 2,000-hour inspection requirement. Lubricate retract rod end with LPS2.
- Flap bumper needs replacement
- Lubricate all flap switch rollers at annual

- Muffler flame cone: muffler needs replacement

- Cabin door hinges worn/loose

■ P35

- Wing bolt cover clips damaged or missing

- Shimmy damper empty, needs servicing/overhaul

- Check all elevator bearings/hinges (outboard, inboard, and center)

- Cabin door hinges worn/loose

■ 95-B55

- Check elevator trim tab bolt, might be too tight or loose or need lubrication

- Shimmy damper empty, needs servicing/overhaul

- Uplock tension spring needs replacement

- Nose gear lift leg 2,000-hour inspection requirement. Lubricate retract rod end with LPS2.

- Fuel cap O-ring/seals needs replacement

- Gear door patches missing/loose (should use fabric)

- Check uplock roller clearance

■ Baron 58

- Uplock tension spring needs replacement

- Flap bumper needs replacement

- Fuel cap O-ring/seals needs replacement

- Flap tape chafing

- New insulation (spiral wrap) cover on squat switch wiring needed

Regardless of the Beechcraft model you own or maintain, these results give you a good idea of what history suggests affect a large percentage of our fleet. Ask your mechanic to pay special attention to these areas on your airplane in your next annual inspection. Better yet, bring your mechanic with you to an ABS Service Clinic to learn first-hand how to inspect for these common problems. See the schedule in the Calendar on page 79, and enroll under the SERVICE CLINICS menu selection at www.bonanza.org or by calling Melissa at (316) 945-1700. 