

V-Tail Fact Sheet - 35 through B35 (including 35R)



APPLICABLE AIRWORTHINESS DIRECTIVE: AD 2002-21-13

AFFECTED AIRPLANES All 35, A35, B35 and 35R airplanes.

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SUPPORTING DOCUMENTS Beech Shop Manual 35-590096B19, Section 3, Raytheon Service Bulletin 27-3358 dated February 2000, 14 CFR 43.9

Why was this AD put into effect?

"The actions specific by this AD are intended to prevent structural failure of the V-tail, which could result in loss of control of the airplane." 2002-21-13 supercedes prior guidance to provide a means of removing speed restrictions imposed by earlier ADs.

When must AD 2002-21-13 be complied with?

Some AD actions should have been completed within the first 10 hours time in service (TIS) of the airplane after the earlier AD's effective date of July 7, 1998. Other requirements must be completed no later than December 10, 2005.

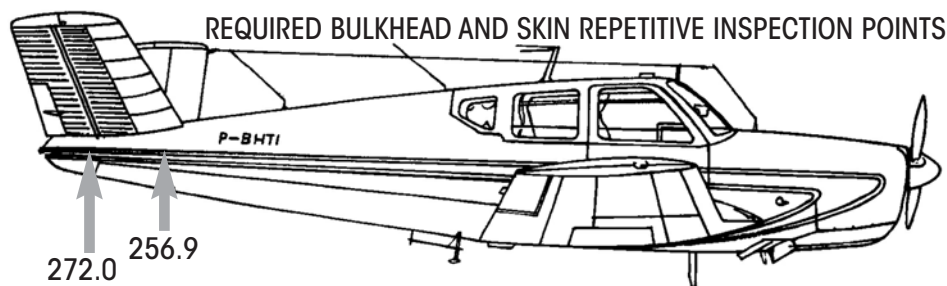
What actions does this AD require?

AD 2002-21-13 requires, within 10 hours time in service (TIS) of 7/7/98:

- fabrication of a placard restricting a Never Exceed speed (Vne) of 144 miles per hour/125 knots indicated airspeed, and installing it in the pilot's clear view.
- marking a redline on the airspeed indicator at 144 mph/125 kt, and a white slippage line to detect motion of the airspeed indicator glass.
- Inserting a copy of AD 2002-21-13 in the AFM for the airplane.

AD 2002-21-13 supercedes AD 94-20-04. Within 100 hours TIS of the most recent AD 94-20-04 inspection or 25 hours TIS after December 10, 2002 and every 100 hours thereafter, AD 2002-21-13 requires:

- inspecting the empennage, aft fuselage and ruddervator control system controls, and repair as necessary before further flight.



Within 100 hours TIS of the most recent AD 94-20-04 inspection or 25 hours TIS after December 10, 2002 (but not repetitively thereafter), AD 2002-21-13 requires:

- inspecting of the fuselage skin for thickness, wrinkles or cracks using visual and ultrasonic and/or caliper methods. Ultrasound/caliper checks are required for 22 locations along the entire fuselage, with specific locations, minimum skin thicknesses and tolerances listed in Figures 1 and 2 of the AD.
- Checking ruddervator and trim tab system controls, cable tensions and rigging, and setting or repairing as necessary.
- Verifying the accuracy of aircraft weight and balance information and correcting any discrepancies.

On or before December 10, 2005:

- inspect the fuselage, ruddervator and related systems for acceptable condition per Beech Service Bulletin 27-3358, and repair as necessary.
- rebalance the ruddervators to newly defined specifications.

After all AD items have been complete, remove all markings and placards indicating the 144 mph/125 kts indicated airspeed Vne.

NOTE: Owners do NOT have the option of continuing to operate under the Vne restriction after 12/10/2005. Aircraft not meeting all the above requirements will be grounded as of that date.

See FAA Airworthiness Directive 2002-21-13 and the supporting documents for more information.