

# V-Tail Fact Sheet - C35 through V35B



## APPLICABLE AIRWORTHINESS DIRECTIVE: AD 94-20-04 R2

**AFFECTED AIRPLANES** All C35, D35, E35, F35, G35, H35, J35, K35, M35, N35 and P35 airplanes.  
All S35, V35, V35A and V35B airplanes that have not been modified to "straight tail" configuration using STC SA2149CE.

American Bonanza Society  
316-945-1700  
<www.bonanza.org>

**SUPPORTING DOCUMENTS** Beech Shop Manual 35-590096B19, Section 3, Beech Kit 35-4017-1  
Beech Service Bulletin 2188 dated May 1987

### 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."

### When must AD 94-20-04 R2 be complied with?

Some AD actions should have been complied with within the first 100 hours time in service (TIS) of the airplane after the AD's effective date of November 28, 1994. Others must be accomplished within 100 hours TIS after June 27, 2003 and within every 100 hours TIS thereafter.

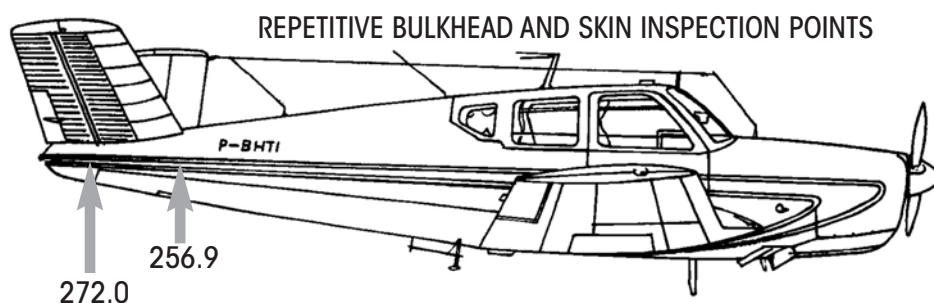
### What actions does this AD require?

AD 94-20-04 R2 requires, within 100 hours TIS of 11/28/94:

- balancing ruddervators within the specified limits stated in the Beech shop manual.
- inspecting the empennage, aft fuselage and ruddervator control system for damage, and repairing as necessary.
- checking ruddervator and trim tab system controls, cable tensions and rigging and setting or repairing as necessary.
- Unless previously accomplished to comply with earlier ADs, removing any external stabilator reinforcements (except for some installed on S35, V35, V35A and V35B airplanes) and sealing all resulting holes with rivets.
- Unless previously accomplished to comply with earlier ADs, installing new stabilator reinforcements, setting the nose-down trim and replacing the trim tab control cables with larger-diameter cables.
- verifying the accuracy of aircraft weight and balance information and correcting any discrepancies.

Within 100 hours TIS of June 27, 2003 and within every 100 hours TIS thereafter the AD requires:

- visual inspection of the bulkheads and skin at fuselage stations 256.9 and 272.0 for damage, and repair as necessary.



See FAA Airworthiness Directive 94-20-04 R2 and the supporting documents for more information.