



FAA
Aviation Safety

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: CE-12-08

Date: November 8, 2011

SUBJ: Flight Controls, Elevator Control System

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) informs registered owners/operators of **M7 Aerospace Models LP SA226, SA227-TT/AT/AC/BC and SA227-CC/DC** airplanes (under Type Certificate Data Sheets **A5SW, A8SW and A18SW**) of an airworthiness concern. Specifically, this SAIB provides new procedures to inspect and repair or replace, as necessary, the left and right hand (LH/RH) pitch trim actuator fuselage fittings.

At this time, this airworthiness concern has not been determined to be an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

Background

The Federal Aviation Administration (FAA) received reports of corrosion in the pitch trim actuator fuselage fittings, part number (P/N) 27-43060 on certain M7 Aerospace LP SA226 and SA227 series airplanes (specific models referenced above). The corrosion in the attached photo shows what can exist on the exposed fitting lugs.

In response, M7 Aerospace LP issued SA226 Series Service Bulletin (SB) 226-27-073 for all SA226 series airplanes; SB 227-27-053 for all SA227 series airplanes; and SB CC7-27-024 for all Commuter Category SA227-CC/DC series airplanes. The SBs specify that you initially inspect by the next scheduled Letter D Check Inspection, not to exceed 200 hours; or no later than 2 calendar months from the date of the SB, whichever occurs first. The SBs also provide repair and replacement instructions. Fittings found corroded are to be repaired, or if beyond the repair limits provided in the SB replaced, before continued flight.

Recommendations

The FAA recommends inspection of any M7 Aerospace LP SA226 and SA227 airplane (specific models referenced above) pitch trim actuator fuselage fittings, P/N 27-43060, at the time intervals and using the procedures provided in the respective SB's 226-27-073, 227-27-053, and CC7-27-024. We recommend repair or replacement of any pitch trim actuator fuselage fitting found corroded during any inspection following the respective SB before continued flight.

For Further Information Contact

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