



FAA
Aviation Safety

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: CE-12-18

Date: February 7, 2012

SUBJ: Flight Controls: Elevator Control Cable Condition

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) is intended to remind owners and operators of the importance of adhering to existing inspection procedures in the applicable maintenance or shop manuals. Specifically, this SAIB focuses on the condition of the forward elevator cable assembly as it routes through closely spaced pulleys forward of the instrument panel on **Hawker Beechcraft Corporation 33, 35, and 36 series (Debonair/Bonanza)** airplanes. However, it also applies to the entire flight control system on any airplane model with cable-driven flight controls. Inadequate inspection of the flight control cables may result in undetected wear and/or corrosion that could lead to cable breakage.

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

A recent field condition report was received from an owner/operator of a Model E33 (1968 Bonanza) airplane with 4,610 hours time-in-service. During taxi of the airplane, the pilot reported the elevator control felt different and decided to return and have it checked. Inspection revealed that the forward elevator cable assembly had failed.

Another Hawker Beechcraft Bonanza at the same airfield was inspected, and the forward elevator cable was frayed. Both airplanes were located in Australia. The Australian Civil Aviation Safety Authority has issued several airworthiness directives to have the forward elevator cable inspected and subsequently replaced. In the U.S. fleet, no similar problems of severely frayed or failed control cables have been identified.

Recommendations

The FAA recommends a check of the flight control cables along their entire length be done during each 100-hour or annual inspection. For additional information, refer to the following publications Hawker Beechcraft Safety Communiqué No. 322, dated January 2012 and FAA Advisory Circular AC 43.13-1B, Chapter 7; both available online.

For Further Information Contact

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For Related Service Information Contact

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