

65-03-01 BEECH: Amdt. 39-26 Part 39 Federal Register January 28, 1965 is amended by Amendment 39-1263. Applies to Models AT-11, C18S, D18S, E18S and C-45 series airplanes which have been modified in accordance with one or more of Airline Training, Inc. Supplemental Type Certificates Nos. SA4-113, SA-119, SA4-128, SA2-280, SA2-383, SA2-523, SA2-820, SA2-1016 and SA2-1246.

Compliance required as indicated.

Freezing of moisture in the continuous (piano) hinges which attach the stabilizer-to-elevator gap seal strips causes the spring loaded strips to stick in a deflected position. The deflected strips act as aerodynamic spoilers which cause serious longitudinal control difficulties. In order to preclude this condition, accomplish the following:

Within 25 hours' time in service after the effective date of this AD, and thereafter at intervals not exceeding 50 hours' time in service, or 60 days, whichever occurs first, accomplish the following or equivalent approved by Engineering and Manufacturing Branch, FAA Southern Region.

(a) Apply a good coverage of Federal Specification VV-L-800 oil to the top and bottom sides of both upper and lower stabilizer-to-elevator gap seal strip piano-type hinges. An acceptable alternate lubricant is a mixture of MIL-G-81322 (MIL-G-25760) or MIL-G-23827 (MIL-G-7118) grease and methyl ethyl ketone or aliphatic naphtha (Varsol), to a consistency suitable for application with a squirt-type oil can or an equivalent material approved by Engineering and Manufacturing Branch, FAA Southern Region.

(b) While the mixture is being applied, deflect the seal strips several times to assure maximum penetration of the fluid into the hinge pin and hinge mating areas.

Amendment 39-26 was effective February 8, 1965.

Amendment 39-1263 becomes effective upon publication in the Federal Register.