

TITLE

INSPECTION OF CONTROL COLUMNS AND
CROSS SHAFT BEECH 18 AIRCRAFT

E.M. NO.

15150

ISSUE

A

FILE CODE

112

-41

EFFECTIVE
IMMEDIATELY

PART NO.		PART NAME		ISS.		DISTRIBUTION— A—ACTION B—INFORMATION	
REASON FOR ISSUE		DISPOSITION OF STOCK		W/O NO.		TO A B	
SALVAGE	CHECK BLOCKS AFFECTED	AS NOTED	SOME?	CUSTOMER ORDER NO.		DESIGN	
CONCESSION	PARTS COMPLETED	USE TO DEPLETION	REWORK	CUSTOMER		A/C	
STOP ORDER/RELEASE	PARTS IN PROCESS	NOT AFFECTED		COORDINATED BY <i>McGowan</i>		PROD.	
NEW DRAWING	TOOLING	STRENGTH AFFECTED		INITIAL PROL. ENG. <i>H. Withington</i>		ELECTR.	
REVISED DRAWING	RAW MAT'L	YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>		DATE 4 Feb. '66		MANUF. '70	
VARIATION	INTERCHANGEABILITY AFFECTED			TYPE OR MODEL BEECH 18		A/C PLANN'D	
OBSCLETE NOTICE	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			AIRCRAFT REGISTRATION NO. AS REQ'D		MANUF. '17	
USE AS NOTED				DATE 4 Feb. '66		MATERIAL A/C DUPT.	
APPROVALS	DESIGNED BY	DWG. CHANGE	DWG. CHANGE	DATE 4 Feb. '66		MANUF. DUPT.	
ENGINEERING		MAIL INSP.	YES <input type="checkbox"/> NO <input type="checkbox"/>	SALES/CONT.		INSPECTION	
GIVE FULL PARTICULARS AND QUOTE WHERE POSSIBLE		CONTRACTS ADMIN.		R.O.A.F.		TEST FLIGHT	
		CUSTOMER		DWG. CONTROL		Estim.	
		ORDERER		1		1	

CONDITION

When carrying out items B9 and E7 of the Beechcraft A/C Corp. 5000 hour check, removal of the control columns and cross shaft is very difficult and undesirable because:

- The danger of damaging the constituent components of the assembly is very great, and
- It is felt that the intent of the inspection can be carried out without the subject removal.

SOLUTION

While carrying out items B9 and E7 of the 5000 hour check, the following shall apply:

- It is permissible to inspect these items with the items installed in the aircraft with the exception that the center section of the control column cross shaft containing the elevator control arm will be removed for dye penetrant inspection. Proceed as follows:
 - Remove center portion of control column cross shaft containing the elevator arm Ass'y P/N 804-187504. Refer to Figure 1.
 - Clean and visually inspect the arm assembly for cracks.

*See also DOT letter file
no. 5010-3-6 (AECW) 8 Feb/66 on file
in Dept 9
with
E. Benn*

BRISTOL AEROSPACE LIMITED ENGINEERING MEMORANDUM

TITLE

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1.3 Dye check per P. P. S. 39 the arm assembly for cracks around taper pin holes. Check 1/2" from edge of holes in all directions.

NOTE: The taper pins do not have to be removed.

1.4 If cracks are found adjacent to taper pin holes the part is to be scrapped and a new one installed.

NOTE: When installing the taper pins insure that only the proper torque values are obtained since over-torquing is likely to cause the casting to crack.

1.5 If cracks are found other than adjacent to taper pin holes, refer to Project Engineer for further instructions.

1.6 Re-install center portion of cross shaft in aircraft.

2.0 In addition special attention is to be given the visual check of the following areas of the control columns (Refer to Figure 1):

2.1 The upper bend.

2.2 The lower bend where the control column mates with the cross shaft.

