

Boeing 737 Series Aeroplanes

AD/B737/115

Horizontal Stabiliser

**3/98
TX**

Applicability: Model 737-300, -400, and -500 series aircraft having line positions 2765 through 2977.

Requirement: Perform the following inspections of the left and right hand sides of the horizontal stabiliser:

1. Perform a general visual inspection to determine if any fasteners are missing on the top and bottom of the leading edge skin where it is attached to the front spar.
2. Perform a detailed visual inspection to detect loose or missing fasteners of the attachment of the elevator hinge plates to the left and right hand sides of the horizontal stabiliser rear spar fittings. Ensure torque sealant has not been broken on the fasteners.
 - a. If no discrepancies are found, no further inspections are required by this Directive.
 - b. If any fastener is loose or missing, or if the torque sealant has been broken on any fastener, install a new or serviceable fastener.

Note: FAA Telegraphic AD T98-02-51 refers.

Compliance: Within 5 flight cycles or within 24 clock hours after receipt of this Directive, whichever occurs later.

This airworthiness directive becomes effective on 9 January 1998.

Background: Preliminary reports from a Boeing Model 737 on-site accident investigation indicate that the horizontal stabiliser may have separated from the aircraft prior to impact with terrain. On-site investigation revealed that approximately 26 fasteners were missing from certain leading edge structure on the right hand horizontal stabiliser. Additionally, early reports indicated that at least one fastener may have been missing from an elevator attachment fitting in an outboard section of the right hand horizontal stabiliser.