

Mooney M20 Series Aeroplanes

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**AD/M20/52**

**Aileron Control Link**

**2/99**

Applicability: Models M20B, M20C, M20D, M20E, M20F, M20G, and M20L, all serial numbers; and,

Model	Serial Number
M20J	24-0001 through 24-3359
M20K	25-0001 through 25-1999
M20M	27-0001 through 27-0197
M20R	29-0001 through 29-0042

- Requirement:
1. Visually inspect the aileron control links (left-hand and right-hand) at the second 90-degree angle joint from the Heim bearing for the installation of a reinforcement gusset. Accomplish the inspection in accordance with the Instructions section of Mooney Engineering Design Service Bulletin (SB) M20-264. If a reinforcement gusset is installed, no further action is required by this Directive.
  2. If a reinforcement gusset is not installed, inspect the aileron control links for cracks using magnetic particle methods. Accomplish this inspection in accordance with the Instructions section of Mooney Engineering Design SB M20-264.
    - a. If cracks are found, before further flight, replace the cracked aileron control link with an aileron control link of improved design. Accomplish this replacement in accordance with the Instructions section of Mooney Engineering Design SB M20-264.
    - b. Replacing both aileron control links with links of improved design may be accomplished at any time as terminating action for the repetitive inspection requirement of this Directive, but must be accomplished before further flight on any aileron control link found cracked.

*Note: FAA AD 98-24-11 Amdt 39-10897 refers.*

- Compliance:
1. Unless already accomplished, within 100 hours time in service after 25 February 1999.
  2. Before further flight if required after accomplishment of the Requirement 1 inspection, and thereafter at intervals not to exceed 100 hours time in service.

This Airworthiness Directive becomes effective on 25 February 1999.

Background: The FAA received reports of failures of the aileron system control links. Failure of the aileron control link(s) could result in loss of aileron control and consequent loss of control of the aircraft.

