

Beechcraft 33 and 35-33 (Debonair/Bonanza) Series Aeroplanes

AD/BEECH 33/36
Amdt 2

Rudder Forward Spar

5/98

Applicability:	Models	Serial Numbers
	35-33, 35-A33, 35-B33, 35-C33, E33, F33, G33	CD-1 through CD1304
	35-C33A, E33A, F33A	CE-1 through CE-1425
	E33C, F33C	CJ-1 through CJ-179

Requirement: 1. Inspect the rudder forward spar in accordance with Beech Service Bulletin SB 2333 Revision 1 dated Nov 1991.

Note: FAA AD 93-24-03 Amendment 39-8752 refers.

Compliance: 1. Before exceeding 1000 hrs component TIS or 100 hrs TIS after 1 Nov 1990, whichever occurs later and thereafter at intervals not to exceed 500 hrs TIS.

The following are terminating actions for this Directive:

- a. Installation of repair kit 33-6001-1S in accordance with the Beech SB 2333 Revision 1;
- b. Replacement of the rudder assembly with the applicable part number in accordance with Beech SB2333 Revision 1;
- c. Installation of rudder spar reinforcements in accordance with FAA STC SA4899NM; and,
- d. Installation of rudder spar reinforcements in accordance with FAA STC SA00044LA.

This amendment becomes effective on 23 April 1998.

Background: This AD was raised as a result of eight reports of cracks at the hinge bracket attachments in the rudder forward spar. The cause is fatigue initiating at holes drilled to install nut plates. Failure to correct this condition may result in loss of aircraft control. This amendment calls up the latest FAA AD information and highlights the presence of other terminating action.

Amendment 1 of this airworthiness directive became effective in January 1993.

The original issue of this airworthiness directive became effective in August 1990.