

Safety Communique

December, 2010

TO: ALL OWNERS AND OPERATORS, HAWKER BEECHCRAFT SERVICES, CHIEF PILOTS, DIRECTORS OF OPERATIONS, DIRECTORS OF MAINTENANCE, ALL HAWKER BEECHCRAFT AUTHORIZED SERVICE CENTERS, AND INTERNATIONAL DISTRIBUTORS AND DEALERS.

MODELS: MODEL 33 SERIES BONANZA, SERIALS CD-1 THROUGH CD-1325 AND CJ-1 THROUGH CJ-179; MODEL 35 SERIES BONANZA, SERIALS D-1 THROUGH D-10403; MODEL 36 SERIES BONANZA, SERIALS E-1 AND SUBSEQUENT; MODEL 36TC SERIES BONANZA, SERIALS EA-1 THROUGH EA-695; MODEL 55 SERIES BARON, SERIALS TC-1 THROUGH TC-2456, AND TE-1 THROUGH TE-1201; MODEL 56 SERIES BARON, SERIALS TG-2 THROUGH TG-94; MODEL 58 SERIES BARON, SERIALS TH-1 AND SUBSEQUENT; MODEL G58 SERIES BARON, SERIALS TH-2125 THROUGH TH-2281, TH-2283 AND TH-2284; MODEL 58P SERIES BARON, SERIALS TJ-3 THROUGH TJ-497; MODEL 58TC SERIES BARON, SERIALS TK-1 THROUGH TK-151; AND MODEL 95 SERIES BARON, SERIALS TD-2 THROUGH TD-721; MODEL 60 SERIES DUKE, SERIALS P-4 THROUGH P-596.

SUBJECT: FLAP ACTUATOR ATTACHMENT BRACKET AND NOSE RIB ASSEMBLY

Hawker Beechcraft Corporation (HBC) is issuing this Safety Communiqué to alert owners/operators of the Bonanza and Baron Model airplanes, identified in the MODELS section above, of a potential safety issue as it relates to the flap actuator attachment brackets and nose rib assembly.

HBC has received ten reports from the field of crack damage on the part number (P/N) 35-165050-84 nose rib assembly for the flap actuator attachment bracket. Refer to Figure 1. In October 2007, a pilot reported a split flap condition during flap extension to a 14 CFR Part 145 repair station. The repair station found the flap actuator mounting plate cracked. The mounting plate is secured to the flap by three screws, which are attached to the nose rib assembly by nutplates. Further inspection of the flap revealed cracks in this nose rib. Since the repair station regularly performed inspections on several models of HBC airplanes, they began paying particular attention during inspections to these areas and submitted six service difficulty reports on Model 33, 35, 36, and 95 airplanes. In January 2008, Advisory Circular 43-16A was issued detailing these reports. The flap actuator mounting is of similar design on all of the reported airplanes. Through May 2010, this repair station addressed four additional service difficulty reports for cracks found on the same part number nose rib assembly.

A review of the ten reports identified affected airplanes as having between 4,000 and 6,500 flight hours (total time in service). Most of the affected parts were right flap parts, located adjacent to the cabin entrance. However, cracks have been found on the same nose rib on the left side nose rib assembly.

Safety Communiqué No. 313

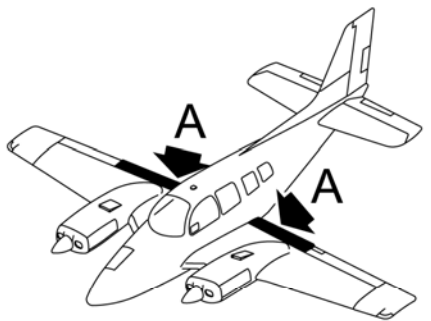
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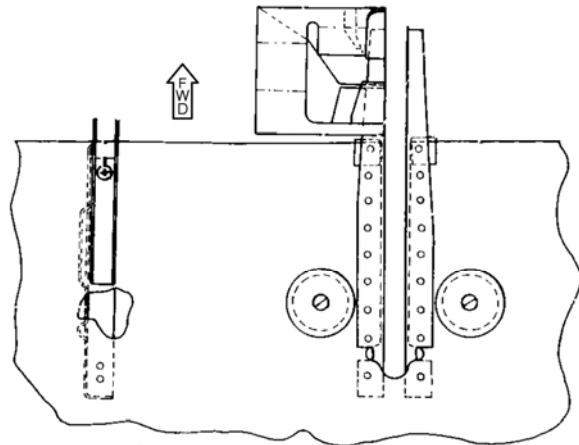
Flap leading edge nose rib and/or the flap actuator mounting bracket cracking has the potential to cause the part to become disconnected, and could result in a split flap condition.

HBC reminds maintenance facilities of the importance of adhering to existing inspection and maintenance procedures in the applicable airplane series Maintenance Manual or Shop Manual and specified spare parts in the applicable Illustrated Parts Catalog when replacing components during routine maintenance.

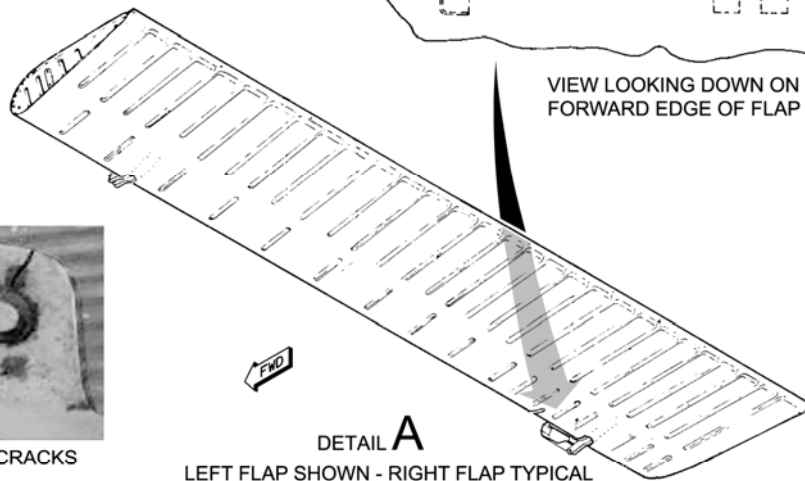
HBC will continue to gather information concerning this issue and will publish additional information as appropriate. If you have any technical questions, please contact Hawker Beechcraft Corporation Technical Support at 1-800-429-5372 or 316-676-3140.



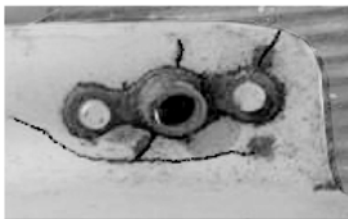
BARON SHOWN, OTHER MODELS SIMILAR



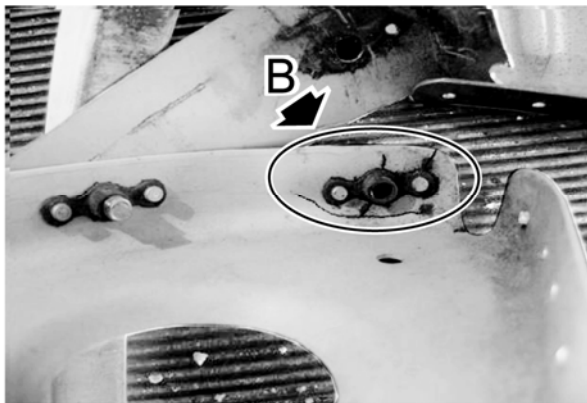
VIEW LOOKING DOWN ON FORWARD EDGE OF FLAP



DETAIL A
LEFT FLAP SHOWN - RIGHT FLAP TYPICAL



AREA OF POTENTIAL CRACKS
DETAIL B



EXAMPLE OF CRACK IN P/N 35-165050-84 NOSE RIB



EXAMPLE OF TORN FLANGE IN P/N 35-165050-84 WITH NUTPLATE MISSING

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Nose Rib Assembly Crack Location Figure 1

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