

LUFTFARTSVERKET
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

MOONEY - 1

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

21/86 ETTERSYN OG REPARASJON AV DRIVSTOFFTANKER

Påbudet gjelder:

Mooney M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K og M22.
Alle serienumre.

Påbudet omfatter:

For å forebygge forurensning av drivstoffet og vannansamlinger i tankene skal følgende utføres:

1. For M20B, M20C, M20D, M20E, M20F, M20G (alle serienr.), M20J (serienr. 24-0001 t.o.m. 24-1498), M20K (serienr. 25-0001 t.o.m. 25-0854) og M22 (alle serienr.):

Foreta visuell kontroll av alle uthulninger og ribbestasjoner i tankene i henhold til Mooney S/B M20-230, datert 10.4.85, eller senere revisjoner.

Reparer alle uregelmessigheter før første flyging.

2. For M20C (serienr. 2623 t.o.m. 1258), M20D (serienr. 201 t.o.m. 260), M20E, M20F, M20G, M20J, M20K og M22 (alle serienr.):

Foreta visuell kontroll av tanklokkene i henhold til Mooney S/B M20-229, datert 10.4.85, eller senere revisjoner.

Reparer alle uregelmessigheter før første flyging.

3. For M20J (serienr. 24-1499 og opp) og M20K (serienr. 25-0855 og opp) som har fått drivstofftankene forseglet påny; etter fabrikkens opprinnelige installasjon:

Foreta visuell kontroll av alle uthulninger og ribbestasjoner i tankene i henhold til Mooney S/B M20-230, datert 10.4.85, eller senere revisjoner.

Reparer alle uregelmessigheter før første flyging.

Tid for utførelse:

Innen 100 timers gangtid eller ved første årlige ettersyn etter 31.1.86; det som kommer først.

Referanse:

FAA AD 85-24-03

31.1.86

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

14/89 MODIFIKASJON AV BAGASJEROMSDØR

Påbudet gjelder:

Mooney M20J: serienr. 24-0084, 24-0373 t.o.m 24-1645, og 24-3000 t.o.m. 24-3056,

M20K: serienr. 25-0001 t.o.m. 25-1160.

Påbudet omfatter:

For å unngå at bagasjeromsdøren åpner seg under flyging, skal følgende tiltak utføres:

Modifiser "Auxillary Exit" mekanismen i bagasjeromsdøren, installer et skilt, og revider "Pilots Operating Handbook/Airplane Flight Manual" som spesifisert i Mooney Service Bulletin (SB) No. M20-339, datert 28.9.88 og operér luftfartøyet i samsvar med disse instruksjonene.

Tid for utførelse:

Innen 25 flytimer etter 15.3.89.

Referanse:

FAA AD 89-25-11

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

MOONEY - 2

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

92-044 KONTROLL AV SIDERORETS STATISKE BALANSE

Påbudet gjelder:

Alle Mooney M20J: S/N 24-3201;
S/N 24-3218 til og med 24-3238;
S/N 24-3240 til og med 24-3250 og
S/N 24-3252 til og med 24-3256.

Påbudet omfatter:

For å hindre ubalanse i sideroret skal følgende tiltak utføres:

1. Lag en plakate der følgende står skrevet:

"Maximum Gross Weight Reduced to 2,740 Pounds".

Monter denne på instrumentpanelet der den er klart synlig for piloten.

- 1.1 Sett en kopi av denne LDP inn i flyets Flight Manual, under kapitlet for "limitations", og operer flyet etter direktivene gitt i denne.
2. Kontroller at siderorets statiske balanse ligger innenfor grensene påkrevd under punkt 1. til og med 3. i Mooney Aircraft Corporation Service Bulletin (SB) M20-252, datert 06.04.92.
3. Dersom siderorets statiske balanse faller utenfor de grenser som er spesifisert i Mooney Aircraft Corporation SB M20-252, datert 06.04.92, skal siderorets balansevekt justeres i samsvar med punkt 4. til og med 7. i forannevnte SB.

Anm.: Plakaten og begrensningene under punkt 1. og 1.2 i denne LDP er ikke lenger påkrevd når punktene 2. og 3. er utført.

Tid for utførelse:

Dersom ikke allerede utført:

1. og 1.1 Før første flyging etter 20.06.92.
2. Innen 15 flytimer etter 20.06.92.
3. Før første flyging etter 20.06.92.

Referanse:

FAA AD 92-08-15.

20.06.92

LUFTDYKTIGHETSPÅBUD

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MOONEY - 3

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-009 KONTROLL AV «ALTERNATE AIR DOOR ASSEMBLY»

Påbudet gjelder:

Mooney Aircraft Corp., modell M20J, som har serienummer som listet i vedlagte kopi av FAA AD 95-26-16 R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 95-26-16 R1.

Tid for utførelse:

Før første flyging, deretter med intervaller ikke overstigende 10 flytimer med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 95-26-16 R1.

Gyldighetsdato:

01.02.96.

REVISED

PRIORITY LETTER AIRWORTHINESS DIRECTIVE



REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

S. Department
Transportation
Federal Aviation
Administration

DATE: January 5, 1996
95-26-16 R1

Priority letter AD 95-26-16 currently requires repetitively inspecting to ensure the alternate air door assembly cotter pin exists and is secure on certain Mooney Model M20J airplanes, and replacing the cotter pin with a part number MS 24665-132 if it does not exist or is not secure. A fatal accident involving a Mooney Model M20J airplane with reported engine failure in flight at 6,000 feet prompted the FAA to issue priority letter AD 95-26-16.

After the reported engine failure, the pilot attempted to vector the airplane to the nearest airport and crashed into a wooded lot. Investigation of the accident revealed that the alternate air door bolt separated from its fastener, which allowed the alternate air door to lodge in the air intake of the fuel injector, resulting in restricted air flow to the engine.

An FAA review of service history on Mooney Model M20J airplanes revealed four other incidents involving the alternate air door separating and becoming lodged in the intake of the fuel injector. These include two reports of rough engine operation while in flight with emergency landing, an aborted take-off because of engine power loss, and a service difficulty report found during a 100-hour time-in-service (TIS) inspection.

Since issuance of priority letter AD 95-26-16, Mooney has developed an alternate air door plate assembly of improved design that, when incorporated on Mooney Model M20J airplanes, will prevent the alternate air door assembly from separating from the airplane and restricting air flow to the engine. Mooney Service Bulletin (SB) M20-250B and SB M20-253A, both dated December 1995, specify procedures for modifying the alternate air door assembly on Mooney Model M20J airplanes. This modification consists of incorporating the following parts of improved design:

- plate assembly, part number (P/N) 600355-507;
- four rivets, P/N MS20426AD3;
- a cotter pin, P/N MS24665-132;
- a self-locking castellated nut, P/N MS17825-4; and
- a washer, P/N AN960-416.

After examining all information related to the subject accident and incidents, including the referenced service information, the FAA has determined that (1) priority letter AD 95-26-16 should allow the option of incorporating an alternate air door plate assembly of improved design as terminating action for the repetitive inspections; and (2) AD action should be taken to prevent the alternate air door on certain Mooney Model M20J airplanes from separating and restricting air flow to the engine.

Since an unsafe condition has been identified that is likely to exist or develop on other Mooney Model M20J airplanes of the same type design, this priority letter AD revises AD 95-26-16 to provide the option of incorporating the above-referenced modification as terminating action for the requirement of repetitively inspecting the alternate air door assembly.

This rule is issued under 49 U.S.C. Section 44701 (formerly section 601 of the Federal Aviation Act of 1958), pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this priority letter.

95-26-16 R1 MOONEY AIRCRAFT CORPORATION: Priority Letter issued on January 5, 1996. Docket No. 95-CE-102-AD. Revises priority letter AD 95-26-16.

Applicability: Model M20J airplanes (serial numbers 24-0001 through 24-3250 and 24-3252 through 24-3374), certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required initially prior to further flight after receipt of this priority letter AD, unless already accomplished, and thereafter as indicated in the body of this AD.

To prevent the alternate air door from separating and restricting air flow to the engine, accomplish the following:

2 95-26-16 R1

NOTE 2: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

(a) Inspect the alternate air door assembly in accordance with the procedures contained in the Appendix to this AD to ensure that the cotter pin exists and is secure. If the cotter pin exists and is secure, reinspect the alternate air door assembly in accordance with the procedures contained in the Appendix to this AD at intervals not to exceed 10 hours time-in-service (TIS) until the modification specified in paragraph (b)(2) of this AD is accomplished.

(b) If, during any of the inspections required by this AD, the cotter pin is found missing or is not secure, prior to further flight, accomplish one of the following:

(1) Replace the cotter pin with a part number MS 24665-132 cotter pin, and reinspect the alternate air door assembly at intervals not to exceed 10 hours TIS; or

(2) Modify the alternate air door assembly. Accomplish these actions in accordance with the INSTRUCTIONS section of Mooney Service Bulletin (SB) M20-250B or SB M20-253A, both dated December 1995, as applicable. This modification consists of incorporating the following parts of improved design:

- (i) plate assembly, part number (P/N) 600355-507;
- (ii) four rivets, P/N MS20426AD3;
- (iii) a cotter pin, P/N MS24665-132;
- (iv) a self-locking castellated nut, P/N MS17825-4; and
- (v) a washer, P/N AN960-416.

NOTE 3: If the alternate air door assembly has been modified in accordance with Mooney SB M20-250A or SB M20-253, both dated May 10, 1992; then the only actions required in accordance with Mooney SB M20-250B or SB M20-253A, both dated December 1995, are incorporating the following:

- a cotter pin, P/N MS24665-132;

- a self-locking castellated nut, P/N MS17825-4; and

- a washer, P/N AN960-416.

(c) Incorporating the modification specified in paragraph (b)(2) of this AD eliminates the requirement for the repetitive inspection requirement of this AD and may be incorporated at any time.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(f) All persons affected by this directive may obtain the documents referenced in this priority letter from the Mooney Aircraft Corporation, Box 72, Kerrville, Texas 78028; or may examine this information at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(g) Priority Letter AD 95-26-16 R1, issued January 4, 1996, becomes effective immediately upon receipt.

FOR FURTHER INFORMATION CONTACT: Alma Ramirez-Hodge, Aerospace Engineer, FAA, Fort Worth ACO, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5147; facsimile (817) 222-5959.

APPENDIX TO AD 95-26-16

I. INSPECTION PROCEDURES FOR AIRCRAFT PRIOR TO RETROFIT ACTION OF SERVICE BULLETINS M20-250, ORIGINAL ISSUE; M20-250, REVISION A; OR M20-253, ORIGINAL ISSUE.

1. Remove top cowling from aircraft per M20J Service and Maintenance manual, reference Section 71-11-00.
2. Remove the induction air filter from upper induction housing.
3. Use mirror and flashlight to inspect cotter pin security through threaded portion of bolt of the alternate air door.
4. Check security and condition of seal to alternate air door assembly, and replace the seal if cracked.
5. If cotter pin is in place and secure, replace cowling per Section 71-11-00 of Service and Maintenance manual.
6. If cotter pin is missing or not secure, replace with a part number MS 24665-132 cotter pin.

II. INSPECTION PROCEDURES FOR AIRCRAFT AFTER RETROFIT ACTION OF SERVICE BULLETINS M20-250, REVISION A; OR M20-253, ORIGINAL ISSUE.

1. Remove top cowling from aircraft per M20J Service and Maintenance manual, reference Section 71-11-00.
2. Looking up from bottom of engine compartment, use mirror and flashlight to inspect cotter pin security through castellated nut and threaded portion of bolt of the alternate air door spring-loaded assembly.
3. Check security and condition of seal to alternate air door assembly, and replace the seal if cracked.
4. If cotter pin is in place and secure, replace cowling per Section 71-11-00 of Service and Maintenance manual.
5. If cotter pin is missing or is not secure, replace with a part number MS 24665-132 cotter pin.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MOONEY - 4

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-019 KONTROLL AV «ALTERNATE AIR DOOR ASSEMBLY»

Påbudet gjelder:

Mooney Aircraft Corporation,

Modell;

Serienummer:

M20F

alle serienummer

M20J

24-0001 t.o.m 24-3381

M20L

26-0001 t.o.m 26-0041

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 97-26-08.

Tid for utførelse:

Innen 50 flytimer etter 1998-02-01.

Referanse:

FAA AD 97-26-08.

Gyldighetsdato:

1998-02-01.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Part 39.3).

97-26-08 MOONEY AIRCRAFT CORPORATION: Amendment 39-10251; Docket No. 96-CE-51-AD.
Applicability: The following Models and serial numbered airplanes, certificated in any category.

Models	Serial Numbers
M20F	all serial numbers
M20J	24-0001 through 24-3381
M20L	26-0001 through 26-0041

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 50 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent loss of engine power and fuel depletion during flight caused by a false fuel gauge reading, accomplish the following:

(a) Remove the lanyard (nylon type material) from the left-hand (LH) and right-hand (RH) fuel filler cap assembly in accordance with the INSTRUCTIONS section of Mooney Aircraft Corporation Service Bulletin M20-259, Issue Date: September 1, 1996.

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth Airplane Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth Airplane Certification Office.

(d) The removal required by this AD shall be done in accordance with Mooney Aircraft Service Bulletin M20-259, Issue Date: September 1, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Mooney Aircraft Corporation, Louis Schreiner Field, Kerrville, Texas, 78028. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment (39-10251) becomes effective on January 20, 1998.

FOR FURTHER INFORMATION CONTACT:

Ms. Alma Ramirez-Hodge, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5147; facsimile (817) 222-5960.

