LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon : Oslo (02) 59 33 40
AFTN : ENFBYE
Tlgr. : CIVILAIR OSLO
Telex : 77011 ldal n

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 pånу; 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.

e.s.::.. Oslo

14/89 MODIFIKASJON AV BAGASJEROMSDØR

Påbudet gjelder:

Mooney M20J: serienr. 24-0084, 24-0378 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, installér et skilt, og revidér "Pilots Operating Handbook/Airplane Flight Manual" som spesifisert i Mooney Service Bulletin (SB) No. M20-239, 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 88-25-11

15.3.89

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

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 plakat 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

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.

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.

Bilag til LDP 96- 009

REVISED

PRIORITY LETTER AIRWORTHINESS DIRECTIVE

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

U.S. Department of 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:

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 the 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:

	Modell;	**Serienummer:**
Mooney Aircraft Corporation,	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.

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.

AIRWORTHINESS DIRECTIVE

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

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

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.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

MOONEY - 5

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.

98-101 KONTROLL AV «ALTERNATE AIR DOOR ASSEMBLY»

Påbudet gjelder:

Mooney Aircraft Corporation,modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 98-21-26.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-21-26.

Tid for utførelse:

Til de tider som beskrevet i vedlagtekopi av FAA AD 98-21-26, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-21-26.

Gyldighetsdato:

1998-12-01.

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.

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 Subpart 39.3).

98-21-26 MOONEY AIRCRAFT CORPORATION: Amendment 39-10834; Docket No. 98-CE-47-AD.

Applicability: The following airplane models and serial numbers, certificated in any category:

Models	Serial Numbers
M20J	24-3415 and 24-3416
M20K	25-2018 through 25-2021
M20M	27-0241
M20R	29-0135 through 29-0138

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 (d) 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 as indicated in the body of this AD, unless already accomplished.

To prevent failure of the main landing gear (MLG) side brace bolt caused by cracking of the MLG leg bracket, which could result in MLG collapse with consequent loss of control of the airplane during taxi, takeoff, or landing operations, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, accomplish the following in accordance with the INSTRUCTIONS section of Mooney Service Bulletin M20-265, dated April 13, 1998:

(1) Grind the surface of the MLG leg bracket, part number (P/N) 510010.

(2) Inspect the area of the P/N 510010 MLG leg bracket for cracks.

(b) Prior to further flight after the inspection required by paragraph (a)(2) of this AD, replace any cracked P/N 510010 MLG leg bracket with a new P/N 510010 MLG leg bracket. Accomplish this replacement in accordance with the applicable maintenance manual.

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office (ACO), 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, Forth Worth ACO.

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

(e) The modification and inspection required by this AD shall be done in accordance with Mooney Service Bulletin M20-265, dated April 13, 1998. 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.

(f) This amendment becomes effective on November 26, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Bob D. May, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5156; facsimile: (817) 222-5960.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

MOONEY - 6

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.

99-003 KONTROLL/FORSTERKNING AV BALANSEROETS "CONTROL LINK"

Påbudet gjelder:

Mooney Aircraft Corporation, modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 98-24-11.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-24-11.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-24-11, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-24-11.

Gyldighetsdato:

1999-01-01.

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.

AIRWORTHINESS DIRECTIVE

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

U.S. Department
of Transportation
Federal Aviation
Administration

98-24-11 MOONEY AIRCRAFT CORPORATION: Amendment 39-10897; Docket No. 98-CE-20-AD.

Applicability: The following airplane models and serial numbers, certificated in any category.

Models	Serial Numbers
M20B	all serial numbers
M20C	all serial numbers
M20D	all serial numbers
M20E	all serial numbers
M20F	all serial numbers
M20G	all serial numbers
M20L	all serial numbers
M20J	24-0001 through 24-3359
M20K	25-0001 through 25-1999
20M	27-0001 through 27-0197
M20R	29-0001 through 29-0042

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 (f) 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 as indicated in the body of this AD, unless already accomplished.

To detect and correct cracked aileron control links, which could result in loss of aileron control and loss of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, 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 this inspection in accordance with the Instructions section of Mooney Engineering Design Service Bulletin (SB) No. M20-264, Issue Date: February 1, 1998.

(b) If a reinforcement gusset is installed, this AD requires no further action.

(c) If a reinforcement gusset is not installed, prior to further flight after the inspection required in paragraph (a) of this AD, and thereafter at intervals not to exceed 100 hours TIS, inspect, using magnetic particle methods, the aileron control links for cracks. Accomplish this inspection in accordance with the Instructions section of Mooney Engineering Design SB No. M20-264, Issue Date: February 1, 1998.

(1) If cracks are found, prior to further flight, replace the cracked aileron control link with an aileron control link of improved design (part numbers as specified in the referenced service information or FAA-approved equivalent numbers). Accomplish this replacement in accordance with the Instructions section of Mooney Engineering Design SB No. M20-264, Issue Date: February 1, 1998.

(2) Replacing both aileron control links with aileron control links of improved design (part numbers as specified in the referenced service information or FAA-approved equivalent numbers) may be accomplished at any time as terminating action for the repetitive inspection requirement of this AD, but must be accomplished prior to further flight on any aileron control link found cracked.

(3) If one aileron control link is replaced prior to further flight when a crack is found, the other aileron control link must still be repetitively inspected every 100 hours TIS until replacement with an improved design part.

(d) Replacing the aileron control links in accordance with Mooney Engineering Design SB No. M20-264, Issue Date: February 1, 1998, is considered terminating action for the repetitive inspection requirement of this AD.

(e) 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.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office (ACO), 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth Aircraft Certification Office.

(g) The inspections and replacements required by this AD shall be done in accordance with Mooney Engineering Design Service Bulletin No. M20-264, Issue Date: February 1, 1998. 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 the 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.

(h) This amendment becomes effective on December 28, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Bob D. May, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5156; facsimile: (817) 222-5960.

BLANK

LUFTFARTSVERKET
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Luftfartsinspeksjonen
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Telefax : 22 94 23 91
Tlgr. : CIVILAIR
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

MOONEY - 7

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.

99-053 MERKING ELLER DE-AKTIVERING AV AIR-CONDITION SYSTEM.

Påbudet gjelder:

Mooney Aircraft Corporation, modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 99-11-07.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 99-11-07.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 99-11-07, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 99-11-07.

Gyldighetsdato:

1999-07-01.

Bilag til LDP 99-053

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 Subpart 39.3).

99-11-07 MOONEY AIRCRAFT CORPORATION: Amendment 39-11178; Docket No. 99-CE-14-AD.

Applicability: Model M20R airplanes, certificated in any category; that incorporate the following serial numbers: 29-0033, 29-0062, 29-0088, 29-0090, 29-0092, 29-0096, 29-0098, 29-0109, 29-0117, 29-0119, 29-0130, 29-0132, 29-0133, 29-0134, 29-0139, 29-0142, 29-0143, 29-0144, 29-0149, 29-0154, 29-0155, 29-0156, 29-0159, 29-0161, 29-0162, 29-0164, 29-0171, 29-0172, and 29-0180

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 (d) 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 25 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent dangerous levels of carbon monoxide from entering the airplane cabin during takeoff, climb, and descent operations caused by the present flight cabin sealing design of the affected airplanes, which could result in passenger injury, accomplish the following:

(a) Accomplish one of the following actions:

(1) Fabricate a placard that incorporates the following words (using at least 1/8-inch letters), and install this placard on the instrument panel within the pilot's clear view:

"AIR CONDITIONING SYSTEM
TO BE UTILIZED DURING
CRUISE OPERATION ONLY"

Instead of fabricating the placard, it may be obtained from the Mooney Aircraft Corporation at the address specified in paragraph (e) of this AD, and is referenced in Mooney Service Bulletin M20-270, Issued Date: March 1, 1999; or

(2) De-activate the air conditioning system.

(b) Accomplishing the placard requirements of paragraph (a)(1) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(c) 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. Use of the air conditioning system is prohibited during any such flight.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Airplane Certification Office (ACO), 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO (ASW-150).

(e) Mooney Aircraft Corporation Service Bulletin M20-270, Issue Date: March 1, 1999, may be obtained from the Mooney Aircraft Corporation, Louis Schreiner Field, Kerrville, Texas 78028. Copies of this document and other information related to this AD may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(f) This amendment becomes effective on June 15, 1999.

FOR FURTHER INFORMATION CONTACT:
Garry D. Sills, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5154; facsimile: (817) 222-5960.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

MOONEY - 8

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet

2001-022 KORROSJON OG/ELLER FEILRIGGING AV STYREORGANER OG UNDERSTELLSYSTEM

Påbudet gjelder:

Mooney Aircraft Corporation, alle modeller som beskrevet i vedlagte kopi av FAA AD 73-21-01.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 73-21-01.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 73-21-01, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 73-21-01.

Gyldighetsdato:

2001-05-09.

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.

73-21-01
MOONEY
Amendment 39-1729

Applicability: Applies to Mooney Models M20, M20A, M20B, M20C, M20D, M20E, M20F and M20G airplanes.

Compliance: required as indicated.

To prevent corrosion and/or misrigging in the flight control and landing gear systems which may result in binding or seizure of the joints and loss of flight control or collapse of the landing gear, accomplish the following:

(a) Within 25 hours time in service after July 10, 1972, unless already accomplished within the last 25 hours time in service, and thereafter at intervals not to exceed 12 calendar months from the last inspection or 100 hours time in service from the last inspection, whichever comes first, lubricate all flight control systems and landing gear system rod end bearings with a silicone spray lubricant or with an FAA approved equivalent lubricant.

(b) Within the next 50 hours time in service after July 10, 1972, unless already accomplished, install retracting links, P/N 530003-13 (1 ea.) and 510011-13 (2 ea.) on all M20B, C, E, F, and G aircraft and on M20D models converted to a retractable gear, or equivalent parts approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA, Fort Worth, Texas. The new links incorporate grease fittings and improved overcenter travel resulting in lower preload rigging. New links are not required if the existing installations use -13 links which have grease fittings. (Reference Mooney **Service Bulletin M20-155** dated 6-15-67, or later FAA approved revision.)

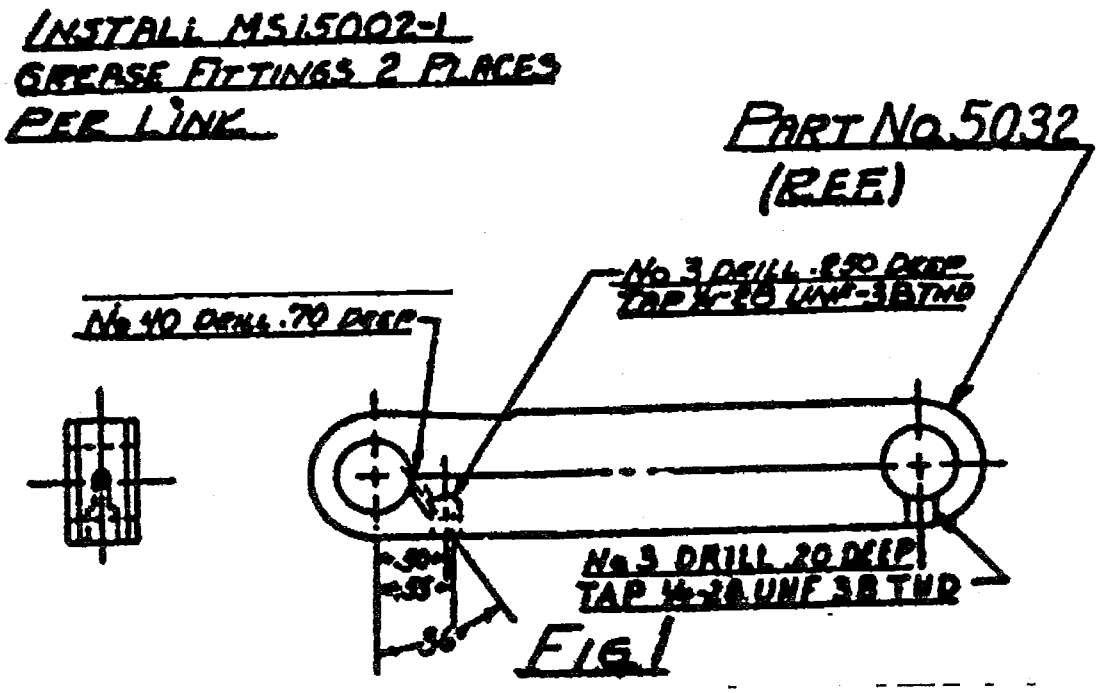

FIG.1

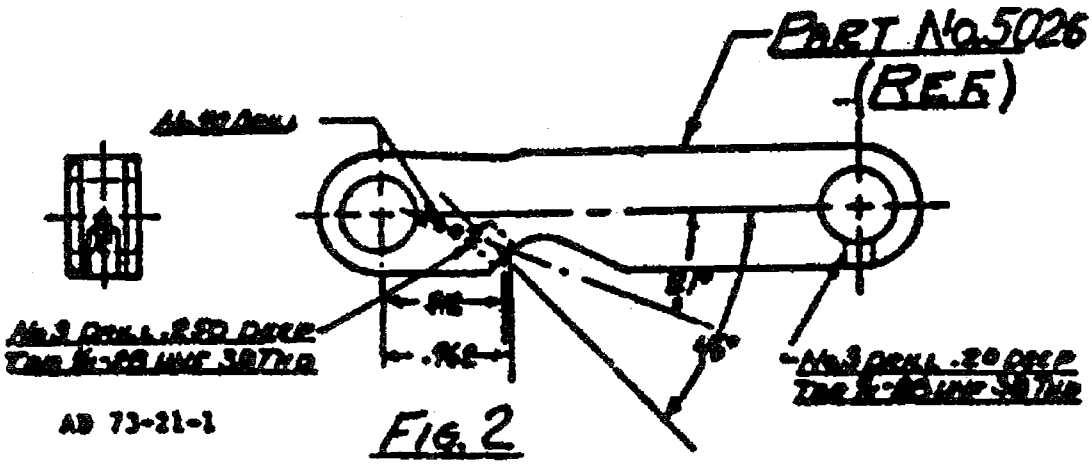

FIG.2

NOTE

For M20 and M20A models the present retract links are to be modified by the addition of grease fittings as shown in Figures 1 and 2 attached. Follow procedures in Mooney M20/M20A Service and Maintenance Manual or other FAA approved procedure, for removal and replacement of links. Service Bulletins, Service Letters and Service Instructions referenced in this AD may be obtained from Mooney Aircraft, Louis Schreiner Field, Kerrville, Texas.

(c) At the next lubrication as required in (a) and thereafter at the same interval as specified in (a), perform a landing gear retraction test and check the landing gear rigging. Information regarding rigging and torque preload may be found in Mooney **Service Bulletin No. M20-35A** dated 7-11-60 for Models M20 and

M20A, Mooney **Service Instruction No. M20-32** dated 11-3-72 for other models or later FAA approved revisions. Special tools supplied by Mooney Aircraft as noted in the reference documents or FAA approved equivalent tools are required for proper preload rigging.

This supersedes Amendment 39-1455 (37 F.R. 11462), AD 72-12-02 as amended by Amendment 39-1482 (37 F.R. 13336).

This amendment becomes effective October 10, 1973.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

MOONEY - 9

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet

2001-023 KONTROLL AV ELEKTRISK UNDERSTELLS ACTUATOR

Påbudet gjelder:

Mooney Aircraft Corporation, alle modeller som beskrevet i vedlagte kopi av FAA AD 75-23-04.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 75-23-04.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 75-23-04, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 75-23-04.

Gyldighetsdato:

2001-05-09.

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.

75-23-04
MOONEY
Amendment 39-2415

Applicability: Applies to all Mooney Model M20 series airplanes equipped with Mooney Electric Gear Systems incorporating a Dukes electric landing gear actuator, P/N 4196-00-1C.

Compliance: required within the next 25 hours time in service after the effective date of this AD, unless already accomplished within the last 75 hours time in service, and thereafter at intervals not to exceed the time in service from the last inspection specified in Paragraphs (a) and (b).

To prevent further failures of the electric landing gear actuator, Dukes P/N 4196-00-1C, accomplish the following:

(a) Within the next 25 hours time in service, accomplish Parts I and III, and thereafter at every 200 hours time in service, accomplish Part I of Mooney Aircraft Corporation **Service Bulletin M20-190**, dated January 16, 1975, or later FAA approved revision, or by an equivalent procedure approved by the Chief, Engineering and Manufacturing Branch, Southwest Region, Federal Aviation Administration, Fort Worth, Texas.

(b) Within the next 25 hours time in service, and thereafter at every 100 hours time in service, accomplish Part II of Mooney Aircraft Corporation **Service Bulletin M20-190** dated January 16, 1975, or later FAA approved revision, or by an equivalent procedure approved by the Chief, Engineering and Manufacturing Branch, Southwest Region, Federal Aviation Administration, Fort Worth, Texas.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 522(a)(1). All persons affected by this directive who have not already received this document from the manufacturer may obtain a copy upon request to Mooney Aircraft Corporation, P. O. Box 72, Kerrville, Texas 78028. This document may also be examined at the office of the Regional Counsel, Southwest Region, FAA, 4400 Blue Mound Road, Fort Worth, Texas, and at FAA Headquarters, 800 Independence Avenue, S.W., Washington, D.C. A historical file on this AD, which includes the incorporated material in full, is maintained by the FAA at its headquarters in Washington, D.C., and at the Southwest Regional Office in Fort Worth, Texas.

This amendment becomes effective on December 8, 1975.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

MOONEY - 10

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet

2001-024 UTFØRELSE AV SERVICE BULLETINER

Påbudet gjelder:

Mooney Aircraft Corporation, alle modeller som beskrevet i vedlagte kopi av FAA AD 85-24-03.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 85-24-03.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 85-24-03, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 85-24-03.

Gyldighetsdato:

2001-05-09.

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.

85-24-03

MOONEY AIRCRAFT CORPORATION

Amendment 39-5173

Applicability: Applies to Models M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, and M22 (all Serial Numbers (S/N)) airplanes certificated in any category.

Compliance: Within 100 hours time-in-service after the effective date of this AD or at the next annual inspection, whichever occurs first, unless already accomplished.

To preclude fuel contamination and water entrapment in the fuel tanks accomplish the following:

(a) For Models M20B, M20C, M20D, M20E, M20F, M20G (all S/N), M20J (S/N 24-0001 through 24-1498), M20K (S/N 25-0001 through 25-0854) and M22 (all S/N) airplanes, visually inspect all fuel tank bays and rib stations in accordance with the instructions contained in Mooney **S/B M20-230**, dated April 10, 1985. Repair all discrepancies found prior to further flight.

(b) For Models M20C (S/N 2623 through 20-1258), M20D (S/N 201 through 260), M20E, M20F, M20G, M20J, M20K and M22 (all S/N) airplanes, visually inspect the fuel tank filler cap assemblies in accordance with the instructions contained in Mooney **S/B M20-229**, dated April 10, 1985. Repair all discrepancies found prior to further flight.

(c) For Models M20J (S/N 24-1499 and on) and 20K (S/N 20-0855 and on) airplanes that have had any fuel tank resealed after initial installation at the factory, visually inspect all fuel tank bays and rib stations in accordance with the instructions contained in Mooney **S/B M20-230** dated April 10, 1985. Repair all discrepancies found prior to further flight.

(d) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished.

(e) An equivalent method of compliance with this AD, if used, must be approved by the Manager, Airplane Certification Branch, ASW-150, Federal Aviation Administration, Southwest Region, Post Office Box 1689, Fort Worth, Texas 76101.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to Mooney Aircraft Corporation, Post Office Box 72, Kerrville, Texas 78028-0072 or FAA, Office of Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective on January 6, 1986.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

MOONEY - 11

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet

2001-025 KONTROLL/UTBEDRING AV SPREKKER I "AILERON CONTROL LINKS"

Påbudet gjelder:

Mooney Aircraft Corporation, alle modeller som beskrevet i vedlagte kopi av FAA AD 98-24-11.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-24-11.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-24-11, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-24-11.

Gyldighetsdato:

2001-05-09.

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.

98-24-11

MOONEY AIRCRAFT CORPORATION

Amendment 39-10897

Docket No. No. 98-CE-20-AD

Applicability: The following airplane models and serial numbers, certificated in any category.

Models	Serial Numbers
M20B	all serial numbers
M20C	all serial numbers
M20D	all serial numbers
M20E	all serial numbers
M20F	all serial numbers
M20G	all serial numbers
M20L	all serial numbers
M20J	24-0001 through 24-3359
M20K	25-0001 through 25-1999
20M	27-0001 through 27-0197
M20R	29-0001 through 29-0042

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 (f) 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 as indicated in the body of this AD, unless already accomplished.

To detect and correct cracked aileron control links, which could result in loss of aileron control and loss of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, 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 this inspection in accordance with the Instructions section of Mooney Engineering Design **Service Bulletin (SB) No. M20-264**, Issue Date: February 1, 1998.

(b) If a reinforcement gusset is installed, this AD requires no further action.

(c) If a reinforcement gusset is not installed, prior to further flight after the inspection required in paragraph (a) of this AD, and thereafter at intervals not to exceed 100 hours TIS, inspect, using magnetic particle methods, the aileron

control links for cracks. Accomplish this inspection in accordance with the Instructions section of Mooney Engineering Design **SB No. M20-264**, Issue Date: February 1, 1998.

(1) If cracks are found, prior to further flight, replace the cracked aileron control link with an aileron control link of improved design (part numbers as specified in the referenced service information or FAA-approved equivalent numbers). Accomplish this replacement in accordance with the Instructions section of Mooney Engineering Design **SB No. M20-264**, Issue Date: February 1, 1998.

(2) Replacing both aileron control links with aileron control links of improved design (part numbers as specified in the referenced service information or FAA-approved equivalent numbers) may be accomplished at any time as terminating action for the repetitive inspection requirement of this AD, but must be accomplished prior to further flight on any aileron control link found cracked.

(3) If one aileron control link is replaced prior to further flight when a crack is found, the other aileron control link must still be repetitively inspected every 100 hours TIS until replacement with an improved design part.

(d) Replacing the aileron control links in accordance with Mooney Engineering Design **SB No. M20-264**, Issue Date: February 1, 1998, is considered terminating action for the repetitive inspection requirement of this AD.

(e) 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.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office (ACO), 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 2

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

(g) The inspections and replacements required by this AD shall be done in accordance with Mooney Engineering Design **Service Bulletin No. M20-264**, Issue Date: February 1, 1998. 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 the 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.

(h) This amendment becomes effective on December 28, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Bob D. May, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5156; facsimile: (817) 222-5960.

LUFTFARTSTILSYNET
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

MOONEY - 12

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet

2005-015 KONTROLL AV DRIVSTOFFSYSTEM

Påbudet gjelder:

Mooney Aircraft Corporation, alle modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 2004-25-04.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA 2004-25-04.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA AD 2004-25-04, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA 2004-25-04.

Gyldighetsdato:

2005-04-25.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) 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 14 CFR part 39, subpart 39.3).

2004-25-04 Mooney Aircraft Corporation: Amendment 39-13891; Docket No. 98-CE-64-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on January 21, 2005.

What Other ADs Are Affected By This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Models M20C, M20D, M20E, M20F, M20G, and M20J airplanes, all serial numbers, that are:

(1) certificated in any category;

(2) equipped with an O & N Bladder Fuel Cell installed per Supplemental Type Certificate (STC) SA2277CE or STC SA2350CE; and

(3) This AD affects Model M20B airplanes, all serial numbers, that are certificated in any category and have any of the STCs referenced in paragraph (c)(2) incorporated by field approval.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of reports of rain water entering the fuel bladders and the information from the subsequent evaluation of the fuel systems. The actions specified in this AD are intended to assist in preventing water from entering the fuel bladders, which could result in rough engine operation or complete loss of engine power.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) On both the left and right wing, inspect the drain valve to assure that it was inserted fully into the drain nipple	Within the next 12 months after January 21, 2005 (the effective date of this AD), unless already done (see Note 1)	Follow O & N Aircraft Modifications Inc. Mandatory Service Bulletin No. ON–100, dated February 1, 1998.

(2) Modify any drain valve found not to be inserted fully into the drain nipple	Prior to further flight after the inspection required in paragraph (e)(1) of this AD, unless already done (see Note 1).	Follow O & N Aircraft Modifications Inc. Mandatory Service Bulletin No. ON–100, dated February 1, 1998.
(3) On both the left and right wing do the following: (i) Install a foam wedge to reduce the amount of trapped fluids in the center fuel cell; (ii) Install an anti-ice mast forward of the vent tubes to prevent icing of the fuel tank vents; (iii) Drill a vent hole to prevent icing of the engine's crankcase breathers; and (iv) Replace the flush style fuel caps and adapters with raised style caps and adapters. Follow the instructions in paragraph (f) of this AD as an alternative method of compliance for replacing the flush style fuel caps	Within the next 12 months after January 21, 2005 (the effective date of this AD), unless already done (see Note 1).	Follow O & N Aircraft Modifications Inc. Mandatory Service Bulletin No. ON–100, dated February 1, 1998.

Note 1: All kits installed by (or obtained from) O&N Aircraft Modifications Inc. after February 1, 1998, incorporate the actions of this AD. If you have one of these kits installed, you may take "unless already done" credit for the actions of this AD.

What Is the Alternate Method of Compliance (AMOC) for Replacing the Flush Style Fuel Caps as Required in Paragraph (e)(3)(iv) of This AD?

(f) Instead of replacing the flush style fuel caps as required in paragraph (e)(3)(iv) of this AD, you may do a preflight fuel system check prior to each flight. To do this, you must insert the following "Pilot Operating Procedures–Preflight Fuel System Check" (paragraphs (f)(1), (f)(2), (f)(3), and (f)(4) of this AD) into the Limitation Section of the FAA-approved Airplane Flight Manual (AFM):

(1) Place a suitable container under the fuel strainer drain outlet prior to operating the strainer drain control for at least 4 seconds. Check strainer to ensure drain is closed.(2) Inspect the fluid drained from the fuel strainer and each wing tank quick drain for evidence of fuel contamination in the form of water, rust, sludge, ice, or any other substance not compatible with fuel. Also check for proper fuel grade before the first flight of each day and after each refueling. If any contamination is detected, comply with paragraph (f)(4) of this AD.

(3) Repeat steps in paragraph (f)(1) and (f)(2) of this AD on each wing tank quick drain.

(4) If the airplane has been exposed to rain, sleet, or snow, or if the wing fuel tanks or fuel strainer drains produce water or other contamination, you must purge the airplane fuel system to the extent necessary to ensure that there is no water, ice, or other fuel contamination.

May I Request Another AMOC for This AD?

(g) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on any already

approved alternative methods of compliance, contact Paul O. Pendleton, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4143; facsimile: (316) 946-4107.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in O & N Aircraft Modifications Inc. Mandatory Service Bulletin No. ON-100, dated February 1, 1998. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from O & N Aircraft Modifications Inc., 210 Windsock Lane, Seamans Airport, Factoryville, PA 18419. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Kansas City, Missouri, on December 1, 2004.
David A. Downey,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
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