

Beech F33A, Frayed Elevator Cable, ATA 2730

A repair station technician stated, “While performing an annual inspection on this aircraft, the right aft rudder cable was found frayed almost in half. We found the cable routed over the top of one cable pulley guard pin and under another in the same location in the aft tail section.

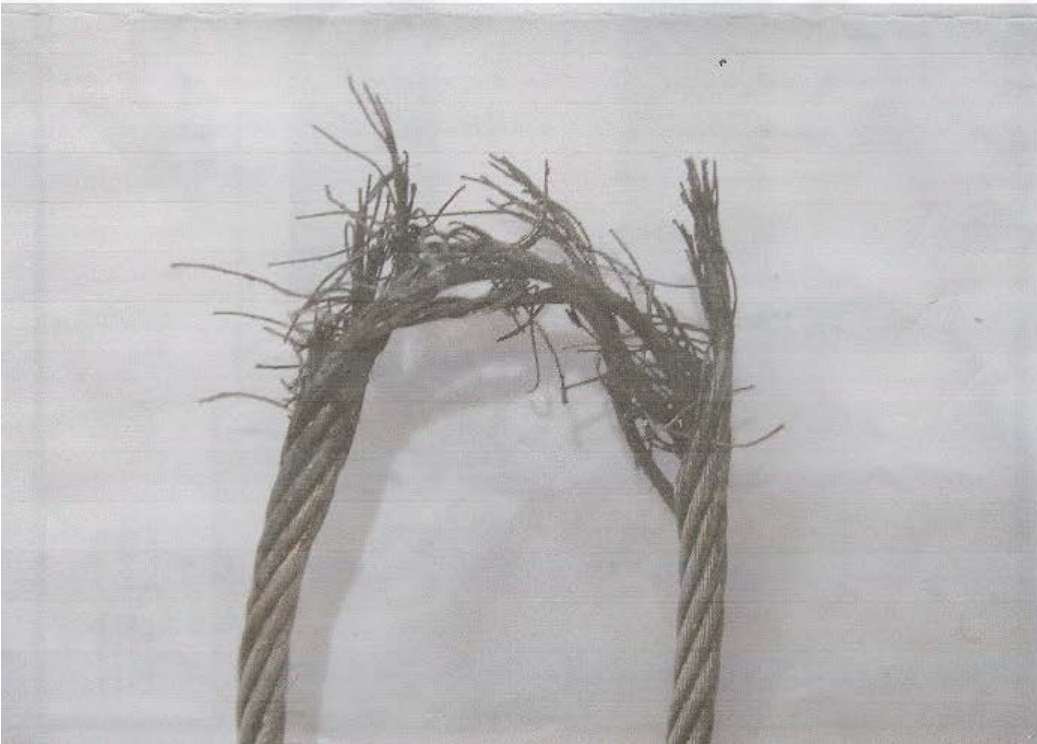
This cable appears to be the original cable installed in the aircraft at the factory. The Logbooks did not reveal any evidence the cable had ever been removed or disconnected—(an action which may have explained this improper routing, post production). Estimating from the amount the cable was frayed, it was determined that it had been rubbing on the pulley guard pin for quite some time.

“It is suspected this cable was routed incorrectly at the factory. Subsequent annual inspections might have been completed in a quick fashion, (motivated, perhaps, by the aircraft’s recent production) and low total time.

The technician inspecting the aircraft completely followed the airframe manufacturer’s recommendations or FAR 43

NOTE: Appendix D...regardless how new the aircraft. This is the first time (our organization has inspected) this specific aircraft.” (Rudder cable P/N 002-524000-23.)

Beech F33A, Frayed Elevator Cable, ATA 2730



Part Total Time: 974.9 hours.