



## Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-779; AD 69-12-04

Airworthiness Directives; Bellanca Model 14-19-3A and 17-30 Airplanes  
[PDF Copy \(If Available\)](#):

#### ▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective June 13, 1969.

#### ▼ Regulatory Information

**69-12-04 BELLANCA:** Amdt. 39-779. Applies to Models 14-19-3A (Serial Numbers 4229 thru 4342) and 17-30 (Serial Numbers 30001 thru 30164) Airplanes.

Compliance: Required as indicated.

To prevent failures of the stabilizer rear strut clevises, unless already accomplished, perform either A or B below:

A) Within 25 hours' time-in-service after the effective date of this airworthiness directive, and thereafter at intervals of not to exceed 25 hours' time-in-service from the date of the last inspection, conduct a magnetic particle inspection of both P/N 193101-9 rear strut attach clevises in the area of the threaded shank. The clevises must be removed from the airplane to perform the inspection. If a crack is found during any inspection, before further flight, perform the replacement required by Paragraph B of this airworthiness directive.

B) Within 25 hours' time-in-service after the effective date of this airworthiness directive, replace both P/N 193101-9 rear strut attach clevises with redesigned P/N 193130 rear strut attach clevises, in accordance with instructions contained in Bellanca Service Letter No. 50, dated May 28, 1969, or any other method approved as an equivalent by the Chief, Engineering & Manufacturing Branch, Federal Aviation Administration, Central Region.

C) When the replacement described in Paragraph B of this airworthiness directive has been accomplished on both rear strut attach clevises, the inspections required by Paragraph A of this airworthiness directive are no longer required.

This amendment becomes effective June 13, 1969.

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