

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
BUREAU OF SAFETY REGULATION
Washington

September 26, 1940

AIRWORTHINESS MAINTENANCE BULLETIN NO. 35

Beechcraft B17, C17, D17, E17 and F17 Series
Airplanes (Land and Seaplanes)

The special investigation referred to in Airworthiness Maintenance Bulletin No. 26 has now been brought to a close. The extensive series of vibration and flight tests conducted as part of this investigation has indicated the advisability of modifying all of the subject models airplanes as outlined below, prior to the lifting or revising of the special operation restrictions imposed by Airworthiness Maintenance Bulletin No. 26. In any event, the incorporation of the pertinent remedial measures must have been accomplished on all airplanes presented for annual inspection on or after December 1, 1940 and is a prerequisite to the recertification of these airplanes.

B17, C17 Series Airplanes

1. Static balance the ailerons and round leading edge in accordance with Beech Service Bulletin No. 76, a copy of which has been forwarded to owners of these airplanes by the Beech Aircraft Corporation.
2. An increase in standard weight of 15 lbs. will be allowed.
3. The placard glide or dive speed on all B17B and B17L airplanes shall be reduced from 241 mph to 225 mph and the airspeed indicator markings shall be revised accordingly.

E17, F17 Series Airplanes

1. Add balance weights to ailerons and flaps, and plywood panels to outboard portion of wings in accordance with Beech Service Bulletin No. 74, a copy of which has been forwarded to owners of these airplanes by the Beech Aircraft Corporation.
2. An increase in standard weight of 40 lbs. will be allowed.

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D17 Series Airplanes

1. Add balance weights to ailerons and flaps and plywood panels to outboard portion of wings in accordance with Beech Service Bulletin No. 75, a copy of which has been forwarded to owners of these airplanes by the Beech Aircraft Corporation.
2. An increase in standard weight of 50 lbs. will be allowed.
3. The rear C.G. limit shall be changed from 27.0" to 26.0" aft of the datum on the D17R and D17S models, and the weight and balance report shall be corrected accordingly, except that the 27.0" rear C.G. limit may be retained on airplanes incorporating elevator trim tabs with a rounded nose section manufactured in accordance with Beech Project Sketch No. 6826 against Drawing No. D176110.
4. The placard glide or dive speed shall be reduced from 256 mph to 240 mph on the D17R and D17S models, and the airspeed indicator markings shall be revised accordingly.

General Considerations

1. A revised weight and balance report will be required on each airplane. The new empty weight and C.G. may be obtained by calculation providing an up-to-date weight and balance report is available on which to base such calculations; otherwise a reweighing of the airplane will be required. The Beech Aircraft Corporation has agreed to furnish revised weight and balance reports to all owners who provide them with the necessary information.
2. It should be noted that the incorporation of the above mentioned modifications will automatically necessitate a complete inspection of the airplane for periodic endorsement of the aircraft airworthiness certificate.
3. The modified ailerons and flaps should not be installed until the final balance of these units has been checked by a Civil Aeronautics Administration inspector.

An appropriate entry should be made in the airplane log book and the Aircraft Operations Record to record the incorporation of these remedial measures. These entries are necessary for the information of the inspectors of the Civil Aeronautics Administration.

The requests contained in this bulletin are precautionary measures adopted in an effort to aid you in maintaining the original airworthiness of your airplane and assist you in lifting or revising the special operation restrictions now in effect on the subject model airplanes. Until such time as the airplanes have been altered and inspected as outlined above, this bulletin in no way eliminates the need for observing the special operational limits specified in Airworthiness Maintenance Bulletin No. 26.

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