

12/24/2020

National Transportation Safety Board;

During annual inspection in April of this year an AD 2019-21-08 came up which I was asked by the owner to perform. After gaining access to the right aileron control cable turn buckle, a visual inspection revealed no anomalies. The AD required me to remove the safety wire from the turnbuckle. I immediately noticed when I cut the wire, the control cable went slack and after removing all the safety wire the cable was found to be separated from the turnbuckle barrel.

At this point I could see why this AD was so important and critical. I contacted Mr. Leadlay and he came out the next day. We both remarked how safety wire was the only thing holding the cable together. After removing the flooring and getting access I removed the old cable and set about inspecting the other side also removing all safety wire and using 10x magnification on the turnbuckles. All appeared in good shape. I researched the needed replacement cable, a note in the McFarlane Aviation Products catalog about variances in original cable lengths stated measurement of cable was necessary. That led to the "L" designation at the end of the part number MC35-524314L. Mr Leadlay ordered the new cable and received it in good order. I lined it up against the discrepant one and found it to be an exact match in length and chain to cable position. I installed the new cable per the Beechcraft Service Manual for the BE35. I safe tied the turnbuckles per AC 43.13. Mr. Leadlay's airplane being a pre 1984 manufacture did not use the turnbuckle clips and there was no provision to use them.

Respectfully submitted,
Michael J. Brady

