

Hawker Beechcraft Corporation

BONANZA 35 SERIES SHOP MANUAL

100-HOUR OR ANNUAL INSPECTION (Continued)

I. REAR FUSELAGE AND EMPENNAGE (Continued)	MECH	INSP
NOTE It is important to operate controls through their full range so that the cables move away from pulleys and all portions of the cables are exposed for inspection.		
4. CABLES, PULLEYS AND TURNBUCKLES - Check the flight control components, cables and pulleys. Replace control system components (pushrods, turnbuckles, end fittings, castings, etc.) that have bulges, splits, bends, or cracks. Check control cables, pulleys, and associated equipment for condition, attachment, alignment, clearance and proper operation. Replace cables that have more than 3 broken strands in any 3-foot length of cable or evidence of corrosion. Check cables for proper tension.		
5. CONTROL SURFACES - Check for deformation, cracks and security. Check for loose or missing rivets. Check for freedom of movement. Check for security of hinges and bond cables.		
6. TRIM TABS AND ACTUATORS - Check for security and wear. Check free play. Check hinges and trim tab actuators for security and wear. Check trim tabs for cracks and control rods for attachment. Lubricate trim tab hinges per Section 2.		
7. STATIC PORTS - Check for obstruction and clean as necessary.		
8. PLUMBING - Check for leakage, cracks, chafing, condition and security.		
9. ELECTRICAL WIRING AND EQUIPMENT - Inspect for chafing, damage, security and attachment.		
10. STATIC LINES - Check condition of static lines and drain.		
11. ASSIST STEP BUNGEE - Inspect for condition and attachment.		
12. ANTENNAS - Check for condition and security.		
13. ELEVATOR/RUDDER (Ruddervators) -		
a. Check that the drain holes are open and clean.		
b. Check that the ruddervator trim tab and hinge pin are correctly mated.		
c. Check for cracks on the trim tab hinge support channel.		
d. Check the stabilizer front and rear spar attach points for cracks and looseness.		
e. Check the installation of the bolts securing the four trim tab cable terminals to the ruddervator trim tab horn. The bolts should be free enough to rotate with your fingers.		
J. GENERAL		
1. Airplane cleaned and serviced.		
2. Airplane lubricated, after cleaning, in accordance with this shop manual lubrication chart.		
3. Inspect all placards to ensure that they are easily readable and securely attached.		