
TEMA: 0957 IA Chapter 4	
COD_PREG: P R E G U N T A:	RPTA:
0153 When, if ever, are manufacturer's service bulletins considered mandatory during an annual inspection?	C
OPCION A: When incorporated in the maintenance manual as required in 14 CFR Part 21.	
OPCION B: Service bulletins are optional and never required at annual inspections.	
OPCION C: When incorporated in 14 CFR Part 39.	
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0154 While performing a progressive inspection on this helicopter, you note in the aircraft's records that the last compliance with AD 80-10-02 was at an aircraft time of 5402 hours. The records further indicate that the tail rotor blade grips were replaced at an aircraft time of 4902. What action is required at this inspection with a time of 5502?	C
OPCION A: Compliance is required for paragraph (c)(1)(2).	
OPCION B: Compliance is required for paragraph (c).	
OPCION C: Compliance is required for paragraph (b)(d)(e).	
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0155 Use Airworthiness Directive AD 80-15-12 to answer this question. Known Information: Agusta Helicopter model A109A, serial number 7162, having main rotor mast bearing inner race P/N 109-0404-14 installed. What action is required at 200 hours time in service after the effective date of AD 80-15-12, if no evidence of oil leaks are found?	B
OPCION A: Install bearing race P/N 109-0404-14-15.	
OPCION B: Continue compliance with paragraph (d).	
OPCION C: Replace packing P/N 109-0406-68.	
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0156 Use Airworthiness Directive (AD) AD 81-23-01 R1 to answer this question. Known Information: Beechcraft model 65-A88 serial number LP-34. Following the requirements of AD 81-23-01 R1, which of the following hardware is compatible for use with a used preload indicating washer?	C
OPCION A: FN22M-1414.	
OPCION B: LWB 22-14-31.	
OPCION C: VEP 220121-14-32D.	
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0157 Use Airworthiness Directive (AD) AD 82-06-12 to answer this question. Known Information: Air Tractor model AT-302, serial number 302-6521, equipped with 1-inch-thick (P/N 40007-2) main landing gear strut. On the effective date of AD 82-06-12, this aircraft had accumulated 703 hours and 897 landings. Which of the following actions would the AD require?	C
OPCION A: Within 500 landings, replace landing gear.	
OPCION B: Within 100 hours, inspect in accordance with paragraph (c).	
OPCION C: Within 20 hours, inspect in accordance with paragraph (c).	
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0158 Use Airworthiness Directive (AD) AD 82-11-05 to answer this question. Known Information: Bendix Magneto model D-2000 with blue identification plate, serial number 8121106. Time since new 2,002.5 hours, with 198.2 hours of operation in the preceding year. A review of aircraft records, prior to an annual inspection, revealed no compliance with AD 82-11-05. What action, if any, is required?	B
OPCION A: The blue identification plate found on the magneto indicates that it is a factory overhaul with AD compliance by the manufacturer.	
OPCION B: Compliance with AD will be by inspection and gear replacement.	
OPCION C: The magneto must be inspected per Bendix Service Bulletin number 617 within the next 50 hours time in service.	

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- 0159 Use Airworthiness Directive (AD) AD 82-11-05 to answer this question. A
Known Information: Bendix Magneto model D-2000 with blue identification plate, serial number 8122206. Time since new 2,002.5 hours, with 198.2 hours of operation in the preceding year. A review of aircraft records, prior to an annual inspection, revealed no compliance with AD 82-11-05. What action, if any, is required?
OPCION A: Airworthiness Directive does not apply by serial number.
OPCION B: Compliance with AD will be by inspection and gear replacement.
OPCION C: The magneto must be inspected per Bendix Service Bulletin number 617 within the next 50 hours time in service.
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- 0160 Use Airworthiness Directive (AD) AD 90-01-06 to answer this question. A
Known Information: Enstrom Helicopter model F-28C-2 equipped with tail rotor gear box P/N 28-13500-1, incorporating a Boston gear XR-137-2YR. Installed gear box was placed in service, in new condition, at total time of 2,104 hours.
During the last compliance with AD 90-01-06 at total time of 3,204 hours, five metal flakes of less than the AD specified size were noted in the gear box oil. The gear box was flushed and reserviced. A test flight was conducted per the requirements of the AD. No further metal was found at that time. What action, if any, may be required during the annual inspection at 3,304 hours concerning this AD?
OPCION A: Replace the tail rotor gear box.
OPCION B: No further action is required at this time.
OPCION C: If metal is found during the inspection, clean gearbox, reservice, and test fly. If metal reappears, replace gearbox.
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- 0161 Use Airworthiness Directive AD 90-08-14 to answer this question. B
Known Information: Beechcraft model 56TC, serial number TG-28, aircraft total time 1,701.9 hours. During the current annual inspection, aircraft records indicated AD 90-08-14 was last complied with at 1,500.4 hours. At that time, cracks were found in the wing forward spar carry-through web structure. One crack in the left forward bend radius, measuring .45 inch and one in the right aft bend radius measuring .40 inch, both were stop drilled. At this inspection, both cracks that were previously stop-drilled showed no additional cracking. However, another crack was found in the right aft web face emanating from one huckbolt hole to another. What action should be taken concerning compliance with this AD?
OPCION A: Stop-drill the additional crack and reinspect in 100 hours.
OPCION B: Install kit P/N 58-4008 within the next 25 hours.
OPCION C: Approve for return to service and reinspect within the next 100 hours.
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- 0162 Use Airworthiness Directive AD 90-08-14 to answer this question. C
During the current annual inspection, aircraft records indicated AD 90-08-14 was last complied with at 1,500 hours. At that time, cracks were found in the wing forward spar carry-through web structure. One crack in the left forward bend radius, measuring .45 inch and one in the right aft bend radius measuring .40 inch, both were stop drilled. At this inspection, both cracks that were previously stop-drilled showed no additional cracking. However, another crack was found in the right aft web face that passes between two holes and extends another .78 inches. What action should be taken concerning compliance with this AD?
OPCION A: Stop-drill the additional crack and reinspect in 100 hours.
OPCION B: Approve for return to service, and reinspect in the next 25 hours.
OPCION C: Install Beech P/N 58-4008 kit prior to further flight.
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- 0163 Use Airworthiness Directive (AD) AD 92-15-06 to answer this question. B
Known information: Beech Bonanza model E33, serial number CD1224, current aircraft total time 3,677 hours. The last recorded entry for this AD was at aircraft total time of 3176 hours. At that time, the forward rudder spar was inspected in accordance with Beech Service Bulletin (SB) No. 2333, Revision 1. Following the inspection at that time, Supplemental Type Certificate (STC) SA4899NM was used to install SMP reinforcement bracket. What action is required at the current aircraft total time?
OPCION A: Reinspect in accordance with Beech Service Bulletin SB No. 2333, Revision 1.
OPCION B: No further action is required by this AD.
OPCION C: Replace rudder assembly with Part number 33-630000-167.
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0164 Use Airworthiness Directive (AD) AD 92-27-19 to answer this question. B

Known Information: Pratt & Whitney Canada (PWC) model PT6A-67D turboprop engine. Engine serial number PC-E114029, total time since new 1,572 hours at receipt of the Priority Letter AD 92-27-19. The maintenance record indicates the CT disk and blade assembly was debladed and inspected per the accomplishment instructions of PWC SB No. 14128, Revision 1, at 1,498 hours on December 16, 1992, in accordance with AD 92-25-10. When will the next deblading and inspection become due?

OPCION A: 1,548 hours.

OPCION B: 1,622 hours.

OPCION C: 1,748 hours.

0165 Use Airworthiness Directive (AD) AD 92-27-19 to answer this question. C

Known Information: Pratt & Whitney Canada (PWC) model PT6A-67D turboprop engine. Engine serial number PC-E114029, total time since new 1,572 hours at receipt of the Priority Letter AD 92-27-19. The maintenance record indicates the CT disk and blade assembly was debladed and inspected per the accomplishment instructions of PWC SB No. 14128, Revision 1, at 2,087 TIS hours on December 16, 1992, in accordance with AD 92-25-10. The aircraft now has 2,116 TIS. When will the next deblading and inspection become due?

OPCION A: 2,187 hours - 10 hours over due.

OPCION B: 2,166 hours - due immediately.

OPCION C: 2,137 hours - 21 hours to go.
