

KU-KEN- 385

No.TCD- 779-71

Date Sept. 8, 1971

Japan Civil Aviation Bureau

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: NAMC Model YS-11 and -11A series Airplanes (S/N 2 and 2003~ 2169) not having been modified in accordance with NAMC Service Bulletin No. 76-26 dated July 2, 1971

2. Compliance required as indicated

To prevent locknuts of ballends at the idler lever assemblies in the engine control system locating in front of the engine nacelle firewalls from loosening, accomplish the following.

- (a) Within 150 hours time in service after the effective date of this AD unless already accomplished, in accordance with NAMC Service Bulletin No. A76-6 Rev. 3 dated August 30, 1971 or later JCAB approved revision check the locknuts for security (if looseness is found, re-rig the engine control system in accordance with the airplane maintenance manual and secure the locknuts to standard torque) and paint them with a slip mark.
- (b) Thereafter at intervals not to exceed 250 hours from the last check, check the mark for slip.
- (c) If slip is found, re-rig the engine control system and secure the locknuts to standard torque.
- (d) Modification in accordance with NAMC Service Bulletin No. 76-26 dated July 2, 1971 or later JCAB approved revision will eliminate the necessity of repetitive checks required per paragraph (b).

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<p>3. Remarks:</p> <ul style="list-style-type: none">(a) Effective date; September 23, 1971(b) NAMC Service Bulletin No. A76-6 Rev. 3 dated August 30, 1971 covers this subject.		