

# **INSTRUCTIONS FOR CONTINUED AIRWORTHINESS**

**D'Shannon Products, LTD.**

**B6300 Aileron and Wing Flap Gap Seals**

**On  
Hawker Beechcraft Models 33/35/36**

**STC SA1176SO**

**RECORD OF REVISIONS**

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## **CHAPTER 1 INTRODUCTION**

1. Type Design Change: This type design change consists of the installation of the D'Shannon Products Aileron and Flap Gap Seal Kit pursuant to STC SA1176SO, on Hawker Beechcraft Models 33/35/36. The Aileron and Flap Gap Seal Kit reduces or eliminates airflow between the control surface and the wing or fuselage. This reduction or elimination of airflow enhances the development of lift which results in improved flight characteristics. The improved characteristics include more effective aileron and flap control; lower stall speed; decrease in drag and increase in air speed.
2. Scope: The scope of this Instruction for Continued Airworthiness (ICA) focuses exclusively on Maintenance, Inspection & Airworthiness Limitations of this FAA-approved type design change.
3. Purpose: The purposes of this ICA are to apprise Owner/Operators who have modified their airplane pursuant to this type design change: (1) When, where & how to inspect; and (2) When to replace this type design to assure continued operational safety.
4. Arrangement: This ICA is a single document comprised of six (6) Chapters:  
Chapter 1, Introduction;  
Chapter 4, Airworthiness Limitations;  
Chapter 5, Inspection Requirements & Overhaul Schedule;  
Chapter 8, Weight and Balance  
Chapter 12, Servicing; and  
Chapter 27, Flight Controls
5. Superseded Documents: This ICA supersedes the Hawker Beechcraft Maintenance documents only in the areas relating to flight controls, service and maintenance.
6. Applicability: This ICA is applicable to all Serial Numbered Hawker Beechcraft Models 33/35/36 aircraft.
7. Precautions: There are no precautionary notes contained in D'Shannon Products, LTD. DP-ICA-6300.
8. Referenced Publications: (1) D'Shannon Products Company Installation Manual B6300 Rev A dated 10/8/80 or later  
(2) Hawker Beechcraft Maintenance Manual for the Model and Serial of the aircraft being maintained.  
(4) Advisory Circular AC 43.13-1B
9. Distribution: D'Shannon Products, LTD. will maintain a list of all Hawker Beechcraft /Operators that have purchased our Aileron and Flap Gap Seal kits, and should the need arise to modify this ICA, The AEG- accepted revision will be sent directly to all Owner/Operators. For Owner/Operators having internet access, the latest AEG- accepted revision to this ICA will be available for downloading from the D'Shannon Products, LTD. website: <http://d-shannon-aviation.com/>

## **CHAPTER 4 AIRWORTHINESS LIMITATIONS**

The Airworthiness Limitation Section is FAA approved and specifies maintenance required under FAR 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved. There are no airworthiness limitations associated with this Type Design change.

## CHAPTER 5 INSPECTION REQUIREMENTS & OVERHAUL SCHEDULE

### 1. INSPECTION REQUIREMENTS

Visual inspection of the aileron and flap gap seal system by the pilot is required prior to each flight and should include lowering the flaps and cycling the ailerons and checking for security of the seals and for signs of wear and chaffing on the adjoining surfaces. Discrepancies should be reviewed with properly rated repair personnel.

Scheduled inspection may coincide with the Annual Inspection. The aileron and flap gap seal system should be inspected including lowering the flaps and cycling the ailerons and checking for security of the seals; for signs of wear and chaffing on the adjoining surfaces; for signs of excessive travel of the flaps into the gap seals mounted on the fuselage; for the presence of the Teflon wear surfaces, and to assure that the Teflon wear surfaces have not been inadvertently painted over. Discrepancies should be corrected.

### 2. OVERHAUL SCHEDULE

There are no change to the overhaul schedule associated with this type design change.

**CHAPTER 8 WEIGHT and BALANCE**

1. NET EFFECT

Installation of a B6300 aileron and flap gap seal kits has a negligible effect on the weight and balance of the aircraft.



## CHAPTER 12 SERVICING

### 1. AILERON AND FLAP GAP SEALS

Access to the aileron and flap gap seals may be gained by lowering the flaps and cycling the ailerons through their motion.

### 2. STANDARD HARDWARE

The hardware associated with this type design change are standard AN and MS hardware.

## CHAPTER 27 FLIGHT CONTROLS

### 1. GENERAL – MAINTENANCE PRACTICES

Wear or chaffing will first be noted by the degradation or total absence of the Teflon film tape applied to each mating surface. In the event of the complete absence of the Teflon film tape the worn or chaffed portion of the gap seal must be at least 75% of the thickness of the adjacent unworn or un-chaffed portion.

On condition of wear or chaffing, or at annual inspection, the portion of each gap seal which is in closest proximity to the adjoining surface may have 3M 5491TPFE Teflon film tape reapplied. Remove the old tape prior to applying new tape. Do not apply finish paint to the Teflon tape surfaces.

Gentle hand forming of a gap seal to alleviate excessive contact with its adjacent airframe part is permissible. The gap seal should just contact its adjacent surface but not load the surface, showing no pressure.

Replacement of a portion of the gap seal kit due to wear or damage that is not responsive to bending is accomplished by drilling out the rivets affixing the gap seal to the aircraft, removing the gap seal and reinstalling a replacement part in accordance with the installation manual. Flight with a gap seal removed while its counter part on the opposite side of the aircraft is installed is not recommended.

See D'Shannon Products Company Installation Manual B6300 Rev A dated 10/8/80 or later for more detailed information. If the instructions are not with the Aircraft File, contact D'Shannon Products, LTD. <http://d-shannon-aviation.com/>