



UNITED REPUBLIC OF TANZANIA
TANZANIA CIVIL AVIATION AUTHORITY
Aeronautical Information Services

AERONAUTICAL INFORMATION CIRCULAR

P.O. Box 2819 DAR ES SALAAM.
FAX: (255 22)2118905
PHONE: (255 22) 2115079/80, 2111951.
COMM: DIRAIR
AFTN: HTDQYOYO
Email: tcaa@tcaa.go.tz
Website: <http://www.tcaa.go.tz>

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The following circular is hereby promulgated for information, guidance and necessary action.

M. Munyagi
Director General

This Information has been extracted from Airworthiness advisory circular of the Department of Aviation Australia.

FUSELAGE DRAINS

There has been an in-flight report of a Beech craft King air 200 experiencing severe elevator control "jamming" which highlights an area of maintenance which requires continual vigilance. The particular aircraft was at FL250 when the elevator and trim controls "froze solid" requiring the combined efforts of both pilots to control the aircraft.

Investigation revealed that the aircraft had been parked in the open for some six hours immediately prior to the incident. During this period heavy rain was experienced. The drain holes in the fuselage bottom skin aft of the pressure bulkhead were found to be blocked preventing the drainage of water from the fuselage. The elevator and trim cables are approximately 30 mm and 45 mm above the skin level and at altitude the un-drained water froze and encased the cables in ice. Subsequent testing showed that during simulated-rain precipitation a considerable volume of water may enter the empennage area by way of access panel edges and skin joints.

Beechcraft SI No. 0963 highlights inspection of fuselage drains, introduces a drain hole inspection decal and increases the number of drain holes on some aircraft. Further enquiry has also indicated that many other aircraft could experience similar incidents. It should be noted that some aircraft require positive displacement of spring-loaded seals to achieve drainage. The attention of all persons carrying out the pre- departure checks is drawn to the need to positively establish that fuselage drains are unrestricted and that all accumulated fluids are drained.

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