

---

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, DC 20590**

**AVIATION MAINTENANCE ALERTS**

The Aviation Maintenance Alerts provides the aviation community with an economical means to exchange service experiences and to assist the FAA in improving aeronautical product durability, reliability, and safety. We prepare this publication from information operators and maintenance personnel who maintain civil aeronautical products pertaining to significant events or items of interest. At the time we prepared this document, we have not fully evaluated the material. As we identify additional facts such as cause and corrective action, we may publish additional data in subsequent issues of the Alerts. This procedure gives Alerts' readers prompt notice of conditions reported to the FAA Service Difficulty Reporting System (SDRS). We welcome your participation, comments, and suggestions for improvement. Send to: FAA; ATTN: Aviation Data Systems Branch (AFS-620); P.O. Box 25082; Oklahoma City, OK 73125-5029.

---

*(Editor's notes are provided for editorial clarification and enhancement within an article. They will always be recognized as italicized words bordered by parentheses.)*

---

**AIRPLANES**

**Beechcraft: V35A; Cut Rudder Control Tube; ATA 2720**

A general aviation submitter says, "During the performance of an Annual Inspection, an IA (*inspection authorization*) found the right ruddervator trim control cable was routed incorrectly and had cut through the right ruddervator control tube (approximately 75%). The tube also had signs of a crack originating from the damaged section of the tube (cut area), and had begun to bend as a result of weakening of the tube as it was being cut. There were no maintenance entries noted in the log book to determine when this may have occurred." (*If this doesn't rate a steak dinner reward...nothing does!—Ed.*)