

TITEL: Sprickundersökning/reparation av vingbalkarnas nedre balkliv

GÄLLER: Beech 65-90 och 65-A90 (S/N LJ-1 t o m LJ-317); 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90 (alla S/N); C90A (S/N LJ-1063 t o m LJ-1087, dock ej LJ-1085); E90, 100, A100 och B100 (alla S/N).

ÅTGÄRD: Utför sprickundersökning av vingbalkarna i enlighet med anvisningarna i Beech Structural Inspection and Repair Manual (SIRM) enligt punkterna a, b, och c i bifogad AD-note 89-25-10 och rapportera resultatet till LFV i materielfelsrapport (blankett nr L 1541-1).

TID FÖR ÅTGÄRD: Inom 200 flygtimmar, räknat från detta LVD:s utgivningsdatum eller när en total flygtid av 3000 h har uppnåtts, om ej redan utfört enligt LVD 2096A (FAA AD 87-23-09). Därefter i intervaller av 1000 h eller 3000 h, om flygplanen är utrustade med förstärkning enligt STC SA1178CE eller SA1583CE.

ANMÄRKNING: Tidsintervallen får förlängas med 10% för att åtgärden skall kunna utföras i samband med nästa inspektion av vingbultarna enligt LVD Nr 2049. Flygplan med Beech Wing Modification Kit No. 90-4077-1S berörs ej av LVD Nr 2096B.

UNDERLAG: (SIRM) P/N 98-39006 revision A4 FAA AD 89-25-10.

REFERENS: FAA AD 89-25-10 (som upphäver AD 87-23-09).

UTGIVNINGS-DATUM: 1990-03-22

LFS: 1990:10

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



U.S. Department
of Transportation

Federal Aviation
Administration

AIRWORTHINESS DIRECTIVE

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety. They are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (FAR 39.3).

89-25-10 BEECH: Amendment 39-6409.

Applicability: Models 65-90 and 65-A90 (Serial Number (S/N) LJ-1 thru LJ-317); 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, B90, C90 (all S/N); C90A (S/N LJ-1063 thru LJ-1087, except LJ-1085); E90, 100, A100 and B100 (all S/N) airplanes certificated in any category.

Compliance: Required as indicated after the effective date of this AD, unless already accomplished.

To detect possible fatigue cracking of the wing main spar lower cap and associated structure, accomplish the following:

(a) Within the next 200 hours time-in-service (TIS), after the effective date of this AD, or upon accumulating 3000 hours TIS, whichever occurs later, unless previously accomplished per AD 87-23-09, Amendment No. 39-5765, or AD 70-25-04, Amendment No. 39-1332, and thereafter at intervals not to exceed 1000 hours TIS (except as provided in paragraph (b) below) after the initial inspection, inspect the wing lower forward spar attach fittings, center section and outboard wing spar caps adjacent to the attach fittings by visual, fluorescent penetrant and eddy current methods as specified in the applicable section of Beech Structural Inspection and Repair Manual (SIRM), Part Number 98-39006, Revision A4, dated May 1, 1987. The inspection must be performed by personnel specifically trained by Beech Aircraft Corporation.

NOTE 1: Beech offers a two-day training course free of charge to qualified personnel who have prior knowledge of eddy current inspection techniques. A listing of Beech Corporate maintenance facilities may be obtained from the sources contained in paragraph (g) of this AD. A listing of other facilities employing qualified inspectors is not available.

(b) At each inspection required by paragraph (a) above, inspect any reinforcing strap installed per Supplemental Type Certificate (STC) SA1178CE or SA1583CE for proper tension and condition in accordance with Aviadesign Engineering Order E.O. B-8001, Issue 3, dated May 30, 1985. Correct any discrepancy prior to further flight. For airplanes so equipped and inspected, the repetitive inspection interval of 1000 hours TIS in paragraph (a) above may be extended to 3000 hours TIS.

(c) If any crack is found in a main spar lower cap or fitting, prior to further flight repair or replace the defective part using the instructions and limitations specified in the Beech SIRM or other FAA approved instructions provided by Beech Aircraft Corporation.

(d) Within one week after completion of any inspection required by paragraph (a) or (b) of this AD, complete the reporting form included with this AD as Figure 1 and mail it to the address shown thereon (Reporting approved by the Office of Management and Budget under OMB No. 2120-0056).

(e) The initial and repetitive inspections specified in this AD are no longer required when the airplane is modified by Beech Wing Modification Kit No. 90-4077-1S or 100-4007-1S.

(f) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD can be accomplished.

(g) An alternate method of compliance or adjustment of the initial or repetitive compliance times which provides an equivalent level of safety, may be approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; Telephone (316) 946-4400.

NOTE 2: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and send it to the Manager, Wichita Aircraft Certification Office.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to the Beech Aircraft Corporation, Commercial Service, Department 52, Wichita, Kansas 67201-0085; or Western Aircraft Maintenance, 4444 Aeronca Street, Boise, Idaho 83705, or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This AD supersedes AD 87-23-09, Amendment 39-5765, and AD 70-25-04, Amendment 39-1332.

This amendment (39-6409, AD 89-25-10) becomes effective on January 4, 1990.

FOR FURTHER INFORMATION CONTACT:

Don Campbell, Aerospace Engineer, Airframe Branch, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; Telephone (316) 946-4409.