

LUFTVÄRDIGHETSDIREKTIV

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll och ytskydd med korrosionsskyddsfett av vinginfästningsförband

GÄLLER: Beech modell och S/N enligt bifogad tabell (dock ej flygplan som har vinginfästningsförband tillverkade av Inconel)

ÅTGÄRD: Demontera och utför sprickundersökning av berörda vinginfästningsförband och ytskydda dessa med fett enligt anvisningarna i angivet underlag (Tabell 1, Instruction)

TID FÖR ÅTGÄRD: Inom 5 år räknat från utfärdande av första luftvärdighetsbevis eller inom 60 dagar räknat från LVD utgivningsdatum, vilket som senast uppnås. Därefter i intervaller av 5 år.

Anm: Note 4: Kontroll av bultförbandets åtdragning inom 150h efter. Därefter skall ytskydd utföras med korrosionsskyddsfett MIL-C-16173 eller motsvarande, i intervaller av 1 år /ref Note 4 para (d)/.

UNDERLAG: Se Tabell 1, Instruction, i bifogad AD 85-22-05

REFERENS: FAA AD 85-22-05

UTGIVNINGS-DATUM: 1985-12-09

LFS 1985:33

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågasvarande 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 ifrågasvarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets förtätningssamlingar LFS.

Postadress	Gatuadress	Telephone Nr	Direkttelefon	Telegram	Telex
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U.S. Department
of Transportation

Federal Aviation
Administration

AIRWORTHINESS DIRECTIVE

AVIATION STANDARDS NATIONAL FIELD OFFICE
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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 airplane 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).

85-22-05 **BEECH:** Amendment 39-5146. Applies to Beech airplanes listed in Table I below, certificated in any category, upon accrual of five years in service. This AD does not apply to those airplanes in which bolts and nuts made of Inconel have been installed in the wing attachment joints that are specified in Table I below.

85-22-05 TABLE I

BEECH MODEL (MILITARY MODEL)	SERIAL NUMBER	JOINTS (1)	INSTRUCTION (2)
34C	GP-1 and up	LF,UF,UR,LR	T-34C-1-0083
T-34C	GL-1 and up	LF,UF,UR,LR	T-34C-0158R2
T-34C-1	GM-1 and up	LF,UF,UR,LR	T-34C-1-0083
50	H-1 thru H-11	LF*	P/N 98-39006
50 (L-23A,U-8A)	LH-1 thru LH-55	LF*	See Note 3a
B50	CH-12 thru CH-110	LF*	P/N 98-39006
B50 (L-23B)	LH-56 thru LH-95	LF*	See Note 3b
C50	CH-111 thru CH-360	LF*	P/N 98-39006
D50 (L-23E, L-23G)	DH-1 thru DH-154	LF*	P/N 98-39006
D50A, D50B, D50C	DH-155 thru DH-300	LF*	P/N 98-39006
D50E, D50E-5990	DH-301 thru DH-347	LF*	P/N 98-39006
E50	EH-1 thru EH-70	LF*	P/N 98-39006
E50 (L-23D, U-8D)	LH-96 and up	LF*	See Note 3b
E50 (RL-23D, RU-8D)	RLH-1 and up	LF*	See Note 3b
E50 (RL-23D, RU-8D)	LHC-1 and up	LF*	See Note 3b
E50 (RL-23D, RU-8D)	LHD-1 and up	LF*	See Note 3b
E50 (RL-23D, RU-8D)	RLHE-1 and RLHE-2	LF*	See Note 3b
E50 (RL-23D, RU-8D)	LHE-3 and up	LF*	See Note 3b
F50	FH-71 thru FH-96	LF*	P/N 98-39006
G50	GH-94 thru GH-119	LF*	P/N 98-39006
H50	HH-120 thru HH-149	LF*	P/N 98-39006
J50	JH-150 thru JH-176	LF*	P/N 98-39006
60, A60, B60	P-4 and up	LF, UF, LR	P/N 60-590001-25A13
65	LC-1 thru LC-239	LF*	P/N 98-39006
65 (L-23F, U-8F)	L-1 thru L-6	LF*	See Note 3b
65 (L-23F, U-8F)	LF-7 and up	LF*	See Note 3b
A65, A65-8200	LC-240 thru LC-335	LF*	P/N 98-39006
65-80, 65-A80, 65-A80-8800	LD-1 thru LD-269	LF*	P/N 98-39006
65-B80	LD-270 and up	LF*	P/N 98-39006
65-88	LP-1 thru LP-47	LF*	P/N 98-39006
65-A90-1 (U-21A, RU-21A, RU-21D, JU-21A, U-21G, RU-21H)	LM-1 and up	LF*	See Note 3c

TABLE I (Continued)

BEECH MODEL (MILITARY MODEL)	SERIAL NUMBER	JOINTS (1)	INSTRUCTION (2)
65-A90-2 (RU-21B)	LS-1 and up	LF*	See Note 3c
65-A90-3 (RU-21C)	LT-1 and up	LF*	See Note 3c
65-A90-4 (RU-21E, RU-21H)	LU-1 and up	LF*	See Note 3c
70	LB-1 thru LB-35	LF*	P/N 98-39006
65-90, 65-A90, B90, C90	LJ-1 thru LJ-993	LF*	P/N 98-39006
	LJ-995 thru LJ-1007	LF*	P/N 98-39006
	LJ-1009 thru LJ-1034	LF*	P/N 98-39006
	LJ-1037 & LJ-1039	LF*	P/N 98-39006
	thru LJ-1044	LF*	P/N 98-39006
E90	LW-1 thru LW-347	LF*	P/N 98-39006
F90	LA-2 thru LA-90	LF,UR,LR	P/N 98-39006
	LA-92 thru LA-156	LF,UR,LR	P/N 98-39006
	LA-158 thru LA-169	LF,UR,LR	P/N 98-39006
	LA-171 thru LA-173	LF,UR,LR	P/N 98-39006
	LA-175 thru LA-182	LF,UR,LR	P/N 98-39006
	LA-185, LA-187	LF,UR,LR	P/N 98-39006
	LA-189 thru LA-191	LF,UR,LR	P/N 98-39006
	LA-193 thru LA-196	LF,UR,LR	P/N 98-39006
	and LA-199	LF,UR,LR	P/N 98-39006
H-90 (T-44A)	LL-1 thru LL-18	LF	T-44A-0049R1
	LL-20 thru LL-40	LF	T-44A-0049R1
	LL-42 thru LL-48	LF	T-44A-0049R1
	LL-50 thru LL-61	LF	T-44A-0049R1
99, 99A, 99A (FACH) A99, A99A, & B99 C99	U-1 thru U-49 and U-51 thru U-164	LF*	P/N 98-39006
	U-50 and U-165	LF,UF	P/N 98-39006
	thru U-179	LF,UF	P/N 98-39006
	U-181 thru U-184	LF,UF	P/N 98-39006
	U-186 thru U-192	LF,UF	P/N 98-39006
	U-194 thru U-196	LF,UF	P/N 98-39006
100, A100 & A100A B100	B-1 thru B-247	LF*	P/N 98-39006
	BE-2 thru BE-131, and BE-135	LF*	P/N 98-39006
A100-1 (RU-21J), 200, and B200 B200	BB-2 thru BB-342	LF,UF	P/N 98-39006
	BB-344 thru BB-983	LF,UF	P/N 98-39006
	BB-985 thru BB-1038	LF,UF	P/N 98-39006
	BB-1040 thru BB-1045	LF,UF	P/N 98-39006
	BB-1047 thru BB-1049	LF,UF	P/N 98-39006
	BB-1053 thru BB-1078 & BB-1080	LF,UF	P/N 98-39006
200C, B200C (C-12F)	BL-1 thru BL-51	LF,UF	P/N 98-39006
200 CT	BL-53, BL-55	LF,UF	P/N 98-39006
200 T	BN-1	LF,UF	P/N 98-39006
A200 (C-12A, C-12C)	BT-1 thru BT-22	LF,UF	P/N 98-39006
	BC-1 thru BC-75	LF,UF	P/N 98-39006
	BD-1 thru BD-30	LF,UF	P/N 98-39006
A200C (UC-12B)	BJ-1 thru BJ-47	LF,UF	P/N 98-39006
A200CT (C-12D, FWC-12D)	BP-1 thru BP-27	LF,UF	P/N 98-39006

(*-See Note 4)

NOTE 1: Wing attachment joints, on left and right sides of each airplane, are abbreviated as: LF=lower forward, UF=upper forward, UR=upper rear, LR=lower rear.

NOTE 2: T-34C-1-0083-1, T-34C-0158 Rev. 2, and T-44A-0049 Rev. 1 are Beech Service Instructions. Cited Beech Manuals, and their earliest applicable revision dates are:

PART NUMBER	NAME	DATE
60-590001-25	Maintenance Manual	June 13, 1984
98-39006	Structural Inspection and Repair Manual	December 20, 1984

NOTE 3: Apply the following portions of P/N 98-39006 manual even though applicability to military models is not shown within the P/N 98-39006 manual:

NOTE	MANUAL SECTION	REFERENCE FIGURE	BOLT P/N	NUT P/N
3a	57-10-00	209	NAS495-14-27	EB-144
3b	57-11-00	210	MS20014-29	EB-144
3c	57-13-00	212	LWB-14-32	FN22-1414

Compliance: Required initially, upon accrual of five years after first airworthiness certification or within 60 days after the effective date of this AD (whichever is later), unless already accomplished, and thereafter at intervals which do not exceed five years.

To assure structural integrity of attachments of outer wing panels to the wing center section, use procedures in instructions identified in Table I of this AD to accomplish the following at each wing attachment joint that is specified for a particular airplane by Table I of this AD:

(a) Remove each steel nut and each steel tension bolt. Use visual and magnetic particle methods to inspect the bolt and nut for cracking and corrosion in parent steel, and replace each bolt and nut found cracked or corroded.

NOTE 4: In lower forward joints that are asterisked in Table I of this AD, while bolts are removed for accomplishment of Paragraph (a), above, it is recommended that inboard and outboard fittings be inspected, by a fluorescent penetrant method, for fatigue cracks in washer face areas of the fittings. For some of the asterisked joints, inspections of fittings are required by other AD's, but inspections of fittings are not required by this AD.

(b) During reassembly of each joint, coat the bolt, nut, and adjacent parts with MIL-C-16173 Grade 2 corrosion preventative compound.

(c) Within the next 150 hours of flight time, check joint tightness, and tighten as necessary.

(d) Inject MIL-C-16173 Grade 2 corrosion preventative compound into a lubrication fitting on each barrel nut, (wherever a barrel nut is used) when joint tightness is checked

per Paragraph (c), above, and thereafter at intervals which do not exceed one year.