

Sektion 2. Utlandstillverkad flygmateriel

**TITEL:** Kontroll/modifiering av vingpaneler

**GÄLLER:** Beech modell 200, B200, 200C, B200C, 200CT, B200CT, 200T,  
| B200T, S/N i enlighet med bifogad kopia av FAA AD 89-19-04R1

**ÅTGÄRD:** Utför kontroll/modifiering av limmade vingpaneler i enlighet med  
| Beech Service Bulletin No. 2040 Rev. III daterad april 1990.

**TID FÖR**  
**ÅTGÄRD:** | Inom 30 dagar efter detta LVD:s utgivningsdatum. Därefter  
återkommande i enlighet med periodicitet föreskriven i Beech SB  
No. 2040 Rev. III daterad april 1990.

**UNDERLAG:** | Beech Service Bulletin No 2040 Rev. III daterad april 1990.

**REFERENS:** | FAA AD 89-19-04 R1.

**UTGIVNINGS-**  
**DATUM:** 1990-10-11

**LFS: 1990:26**

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.

**AIRWORTHINESS DIRECTIVE REVISION**

U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**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).

**89-19-04 R1      BEECH:      Amendment 39-6316 as amended by Amendment 39-6639.**

**Applicability:** Models 200 and B200 (Serials BB-2 through BB-1362); 200C and B200C (Serials BL-1 through BL-135); 200CT and B200CT (Serials BN-1 through BN-4); 200T and B200T (Serials BT-1 through BT-33); and 300 (Serials FA-2 through FA-206 and FF-1 through FF-19) airplanes equipped with wing fuel bay upper skin panels made with bonded (aluminum honeycomb sandwich) construction, certificated in any category.

**Compliance:** Required as indicated after the effective date of this AD, unless already accomplished per AD 89-19-04 (Amendment 39-6316).

To assure the continued structural integrity of the wing fuel bay upper skin panels, accomplish the following:

(a) Within the next 30 days after the effective date of this AD, check the airplane records or inspect the wing fuel bay upper skin panels (hereafter called "skin panels") for possible bonded (honeycomb sandwich) construction. Airplanes with serial numbers BB-2 through BB-613, BT-1 through BT-17, BT-19 and BL-1 through BL-6 were manufactured with a skin-and-stringer construction and are not affected by this AD unless bonded wing fuel bay upper skin panels were installed after manufacture. If the airplane has bonded skin panels, accomplish the following in accordance with Beech Service Bulletin No. 2040, Revision III, dated April 1990 (for civil registered airplanes), or Beech Service Instructions No. C-12-0094, Revision III, dated April 1990 (for military airplanes), as applicable:

(1) If the skin panels are bonded and have blind rivets as shown in the shaded portions of Figure 2 in the service bulletin, inspect the skin panels for debonding within the next 150 hours time-in-service (TIS) or 6 calendar months, whichever occurs first.

(i) If the skin panel has been previously repaired, per Beech Kit No. 101-4032-1S or 101-4032-3S,

(A) and there is debonding, prior to further flight install an approved partial replacement panel per Paragraph (a)(3) of this AD.

(B) and there is no debonding, prior to further flight reseal the blind rivets per instructions in Beech Kit 101-4048-1S and reinspect the skin panel for debonding within 6 calendar months, again within another 12 calendar months, and at 18 calendar months or 600 hour TIS intervals thereafter, whichever occurs first.

(ii) If the skin panel has not been previously repaired,

(A) and there is debonding, either:

(1) prior to further flight install an approved partial replacement panel per Paragraph (a)(3) of this AD, or

(2) prior to further flight install a temporary repair per Figure 1 of Beech Service Bulletin No. 2040, Revision III, dated April 1990, which can be used for no longer than 12 calendar months from the time of repair, at which time install an approved partial replacement panel per Paragraph (a)(3) of this AD.

(B) and there is no debonding, prior to further flight reseal the blind rivets per instructions in Beech Kit No. 101-4048-1S and reinspect the skin panel for debonding within 6 calendar months, again within another 12 calendar months, and at 18 calendar months or 600 hour TIS intervals thereafter, whichever occurs first.

(2) If the skin panels are bonded and do not have blind rivets as shown in the shaded portion of Figure 2 in the service bulletin, inspect the skin panels for debonding within the next 600 hours TIS or 18 calendar months, whichever occurs first.

NOTE 1: The following airplanes were manufactured with bonded skin panels without rivets: Models B200 (above Serial Number BB-1238), B200C (above Serial Numbers BL-127), B200CT (above Serial Numbers BN-4), B200T (above Serial Numbers BT-30), 300 (above Serial Numbers FA-81 and all FF-serial numbers).

(i) If there is debonding, either:

(A) prior to further flight install an approved partial replacement panel per Paragraph (a)(3) of this AD, or

(B) prior to further flight install a temporary repair per Figure 1 of Beech Service Bulletin No. 2040, Revision III, dated April 1990, which can be used for no longer than 12 calendar months from the time of repair, at which time install an approved partial replacement panel per Paragraph (a)(3) of this AD.

(ii) If there is no debonding, reinspect for debonding at 18 calendar month intervals thereafter.

(3) Approved partial replacement skin panels are defined by Kit Nos. 101-4045-3S (LH) and 101-4045-4S (RH). Compliance with this AD is no longer required for any skin panel modified by one of these kits.

NOTE 2: These panels are bonded with Nomex honeycomb core and do not have rivets.

(b) Airplanes may be flown in accordance with FAR 21.197 to a location where the AD may be accomplished.

(c) 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, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

NOTE 3: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and send it to the Manager, Wichita Aircraft Certification Office, at the above address.

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 may examine these documents at the FAA, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th, Street, Kansas City, Missouri 64106.

This amendment (39-6639) amends AD 89-19-04 (Amendment 39-6316) which superseded AD 87-15-05 R1, Amendment 39-5847.

This amendment (39-6639, AD 89-19-04 R1) becomes effective on July 9, 1990.

**FOR FURTHER INFORMATION CONTACT:**

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