
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Inspektion av främre vingkoppelsantets liv för sprickor

GÄLLER: Beech modeller angivet i bifogad kopia av FAA AD 90-08-14.

ÅTGÄRD: För att undvika spricktillväxt som kan äventyra strukturintegriteten av vinginfästningen till strukturen, utför åtgärder enligt bifogad kopia av FAA AD 90-08-14.

TID FÖR ÅTGÄRD: Vid nästa 100 timmars tillsyn och i intervaller därefter enligt kopia av FAA AD 90-08-14, räknat från detta LVD:s utgivningsdatum.

UNDERLAG: Beech SB No 2269, Revision 1 daterad Mars 1990.
FAA AD 90-08-14.

REFERENS: FAA AD 90-08-14 och LFV skrivelse L 9004-1032-31202 daterad 1990-04-27 och utskickad till flygplanägare.

UTGIVNINGSDATUM: 1990-06-21

LFS: 1990:20

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).

90-08-14 BEECH: Amendment 39-6563. Docket No. 89-CE-26-AD.

Applicability: The following airplanes certificated in any category.

<u>MODELS</u>	<u>SERIAL NUMBERS</u>
95, B95, B95A, D95A, E95	TD-1 through TD-721
95-55, 95-A55, 95-B55 and 95-B55A	TC-1 through TC-2456, except TC-350
95-C55, 95-C55A, D55, D55A, E55 and E55A	TC-350 and TE-1 through TE-1201
95-B55B (T42A)	TF-1 through TF-70
56TC, A56TC	TG-1 through TG-94
58, 58A	TH-1 through TH-1475

Compliance: Required as indicated in the body of the AD, unless already accomplished.

To prevent cracks in the wing forward spar carry-through web structure from propagating to lengths that could compromise the integrity of the wing attachment to the fuselage, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS), after the effective date of this AD, or upon the accumulation of 1,500 hours total TIS, whichever occurs later, and thereafter at the intervals specified below, inspect the wing forward spar carry-through web structure in accordance with the instructions in Beech Service Bulletin (SB) No. 2269, Revision 1, dated March 1990.

(1) If no cracks are found, repeat the inspection at 500 hour TIS intervals thereafter.

(2) For cracks in the bend radius:

(i) If the crack length is less than 2.25 inches, prior to further flight stop drill the crack in accordance with the instructions in Beech SB No. 2269, Revision 1, and reinspect for crack progression every 200 hours TIS thereafter. Only one stop drilled crack for the left side and one stop drilled crack for the right side of the web structure are permissible.

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(ii) If the crack length is greater than 2.25 inches but less than 4.0 inches, prior to further flight stop drill the crack in accordance with the instructions in Beech SB No. 2269, Revision 1, and within the next 100 hours TIS, repair the web structure with the applicable Beech Part Number (P/N) 58-4008 kit as specified in the above SB. After installation of the applicable Beech P/N 58-4008 kit, dye-penetrant inspect this area for cracks within the next 1,500 hours TIS from the time of installation of the applicable kit, and reinspect for cracks at 500 hours TIS intervals thereafter. If cracks are detected in these subsequent inspections, prior to further flight, contact the Wichita Aircraft Certification Office at the address below for disposition.

(iii) If the crack length is greater than 4.0 inches, prior to further flight repair the web structure with the applicable Beech P/N 58-4008 kit as specified in the above SB. After installation of the applicable Beech P/N 58-4008 kit, dye-penetrant inspect this area for cracks within the next 1,500 hours TIS from the time of installation of the applicable kit, and reinspect for cracks at 500 hours TIS intervals thereafter. If cracks are detected in these subsequent inspections, prior to further flight, contact the Wichita Aircraft Certification Office at the address below for disposition.

(3) For cracks in the web face, in the area of the huckbolt fasteners:

(i) If the crack length is less than 1.0 inch, reinspect for crack progression every 100 hours TIS thereafter. Only one crack for the left side and one crack for the right side are permissible, provided neither crack exceeds 1.0 inch in length.

NOTE 1: Do not stop drill these cracks due to the possibility of damaging the structure behind the web face.

(ii) If any crack length is greater than 1.0 inch, or a crack is connecting two fastener holes, within the next 25 hours TIS, repair the web face with the applicable Beech P/N 58-4008 kit as specified in the above SB. After installation of the applicable Beech P/N 58-4008 kit, dye-penetrant inspect this area for cracks within the next 1,500 hours TIS from the time of installation of the applicable kit, and reinspect for cracks at 500 hours TIS intervals thereafter. If cracks are detected in these subsequent inspections, prior to further flight, contact the Wichita Aircraft Certification Office at the address below for disposition.

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(iii) If any crack passes through two fastener holes and extends beyond the holes for more than 0.5 inch, prior to further flight repair the web face with the applicable Beech P/N 58-4008 kit as specified in the above SB. After installation of the applicable Beech P/N 58-4008 kit, dye-penetrant inspect this area for cracks within the next 1,500 hours TIS from the time of installation of the applicable kit, and reinspect for cracks at 500 hours TIS intervals thereafter. If cracks are detected in these subsequent inspections, prior to further flight, contact the Wichita Aircraft Certification Office at the address below for disposition.

(4) If cracks are found on the same side of the airplane in both the forward and aft web face, or the bend radii, and any of the cracks are more than 1.0 inch long, prior to further flight repair the web structure with the applicable Beech P/N 58-4008 kit as specified in the above SB. After installation of the applicable Beech P/N 58-4008 kit, dye-penetrant inspect this area for cracks within the next 1,500 hours TIS from the time of installation of the applicable kit, and reinspect for cracks at 500 hours TIS intervals thereafter. If cracks are detected in these subsequent inspections, prior to further flight, contact the Wichita Aircraft Certification Office at the address below for disposition.

NOTE 2: If a fuselage skin crack is discovered around the opening for the lower forward carry-through fitting, an external doubler may be required.

(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, FAA, Room 100, 1801 Airport Road, Wichita, Kansas 67209.

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

All persons affected by this directive may obtain copies of the document referred to herein upon request to Beech Aircraft Corporation, Commercial Service, Department 52, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine this document at the FAA, Office of the Assistant Chief Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment (39-6563, AD 90-08-14) becomes effective on May 7, 1990.

FOR FURTHER INFORMATION CONTACT:

Mr. Larry Engler, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209, Telephone (316) 946-4409.