

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll/byte av "D" sidoruta i förarkabin

GÄLLER: Beech 90, 200 och 300, modeller och S/N angivna i bifogad kopia av FAA AD 91-12-11.

ÅTGÄRD: För att undvika sprickor och "urblåsning" av den gjutna "D" acrylsidorutan, med dekompression och eventuella personsador som följd, utför åtgärder i enlighet med FAA AD 91-12-11 och Beech Service Bulletin Nr 2208 Revision 1 daterad juli 1990.

TID FÖR ÅTGÄRD: Inom 150 flygtimmar räknat från 1991-07-15.

UNDERLAG: FAA AD 91-12-11
Beech Service Bulletin Nr 2208 Revision 1 daterad juli 1990 eller senare utgåva.

REFERENS: FAA AD 91-12-11.

UTGIVNINGS-DATUM: 1991-07-11

LFS: 1991:16

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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).

91-12-11 **BEECH:** Amendment 39-7022. Docket No. 90-CE-44-AD.

Applicability: Model F90 airplanes (serial number (S/N) LA-2 through LA-236); Models 200 and B200 airplanes (S/N BB-2 through BB-1212); Models 200C and B200C airplanes (S/N BL-1 through BL-72); Models 200CT and B200CT airplanes (S/N BN-1 through BN-4); Models 200T and B200T airplanes (S/N BT-1 through BT-30); and Model 300 airplanes (S/N FA-2 through FA-56), certificated in any category.

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

To prevent cracking and possible blowout of cast acrylic cockpit "D" side windows that could result in decompression injuries, accomplish the following:

(a) Within the next 150 hours time-in-service after the effective date of this AD, accomplish the following:

(1) Determine if the airplane "D" side window contains a placard bearing one of the part numbers presented below. If it does, then the window is made of stretched acrylic and no further action per this AD is required.

MODEL	PART NO.
F90, 200, 200C,	101-420081-5 through
200CT, 200T, B200	101-420081-10;
B200C, B200CT, and	50-420066-419,
B200T	50-420066-420,
	50-420066-437, or
	50-420066-438.
300	101-420081-9 through
	101-420081-12.

(2) If a Model 300 airplane has a "D" side window installed in accordance with Beech Service Bulletin (SB) 2273, Revision 1, dated April 1990, then the window is stretched acrylic and no further action per this AD is required.

(3) If a cast acrylic "D" side window is installed or if the window material cannot be determined, prior to further flight, inspect the window for cracks, chips, stress crazes, fissure scratches, or other damage in accordance with Part I of Beech SB No. 2208, Revision 1, dated July 1990.

(i) If cracks, chips, stress crazes, fissure scratches, or other damage that exceeds the limits specified in Beech SB No. 2208, Revision 1, dated July 1990, is found, prior to further flight, except as noted in paragraph (b) of this AD, replace the window with the applicable stretched acrylic window listed in paragraph (a)(1) of this AD.

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(ii) If no cracks, chips, stress crazes, fissure scratches, or other damage that exceeds the limits specified in Beech SB No. 2208, Revision 1, dated July 1990, is found, within the next 12 calendar months, except as noted in paragraph (b) of this AD, replace each cast acrylic "D" side window in the crew compartment with the applicable stretched acrylic window listed in paragraph (a)(1) of this AD.

(b) If stretched acrylic windows are not available, but have been ordered, the airplane may be operated unpressurized until the stretched acrylic windows are installed provided that the placards specified on page 10 of Beech SB No. 2208, Revision 1, dated July 1990, are installed in clear view of the pilot's position.

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the compliance times that 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. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and send it to the Manager, Wichita Aircraft Certification Office.

(e) 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, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

This amendment (39-7022, AD 91-12-11) becomes effective on July 15, 1991.

FOR FURTHER INFORMATION CONTACT:

Mr. 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.