

Sektion 2. Utlandstillverkad flygmateriel

**TITEL:** Kontroll / byte av infästningsbultar för motorfundament  
brandskott

**GÄLLER:** Beech modeller och serienummer angivna i bifogad kopia av FAA  
AD 92-15-01.

**ÅTGÄRD:** Utför åtgärder i enlighet med FAA AD 92-15-01 och Beech Service  
Bulletin (SB) Nr 2432 daterad februari 1992.

**TID FÖR  
ÅTGÄRD:** Inom 150 flygtimmar räknat från detta LVD's utgivningsdatum.

**UNDERLAG:** FAA AD 92-15-01  
Beech Service Bulletin (SB) Nr 2432 daterad februari 1992.

**REFERENS:** FAA AD 92-15-01.

**UTGIVNINGS-  
DATUM:** 1992-09-10

**LFS: 1992:24**

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.

**AIRWORTHINESS DIRECTIVE**

OFFICE OF AVIATION SYSTEM STANDARDS  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department  
of Transportation  
Federal Aviation  
Administration

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).

92-15-01 BEECH: Amendment 39-8294. Docket No. 92-CE-18-AD.

Applicability: The following model and serial numbered airplanes, certificated in any category:

Models

T-34C

65-90, 65-A90, 65-A90-1,  
65-A90-2, 65-A90-3, 65-A90-4,  
B90, C90, C90A, E90, F90,  
and H90

99, 99A, A99A, B99, and C99

100, A100, and B100

200, 200C, 200CT, 200T,  
A200, A100-1, A200CT,  
B200, B200C, B200CT, and  
B200T

300, 300C, B300, and  
B300C

Serial Numbers

GP-1 through GP-50,  
GL-1 through  
GL-353, and GM-2  
through GM-98

LJ-1 through  
LJ-1285, LW-1  
through LW-347,  
LA-2 through  
LA-236, LM-1 through  
LM-141, LS-1, LS-2,  
LS-3, LT-1, LT-2,  
LU-1 through LU-15,  
and LL-1 through  
LL-61

U-1 through U-239

B-1 through B-247  
and BE-1 through  
BE-137

BB-2 through  
BB-1405, BC-1  
through BC-75, BD-1  
through BD-30, BJ-1  
through BJ-66, BL-1  
through BL-137,  
BN-1 through BN-4,  
BP-1 through BP-71,  
BT-1 through BT-33,  
BU-1 through BU-12,  
BV-1 through BV-12,  
FC-1, FC-2, FC-3,  
FE-1 through FE-9,  
FG-1, and FG-2

FA-1 through  
FA-217, FF-1  
through FF-19, FL-1  
through FL-60, and  
FM-1

Compliance: Required as indicated, unless already accomplished.

To prevent undetected failure of engine truss-to-firewall bolts, which could eventually lead to separation of the engine mount from the airplane, accomplish the following:

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

(1) Individually remove each engine truss-to-firewall bolt and determine whether the bolt is manufactured by Dumont Aviation as specified by Figure 2 of, and in accordance with paragraphs 1 and 2 of the ACCOMPLISHMENT INSTRUCTIONS section of, Beech Service Bulletin (SB) No. 2432, dated February 1992. Only one engine truss-to-firewall bolt shall be removed at any given time.

(2) Prior to further flight, replace any bolt manufactured by Dumont Aviation as identified in paragraph (a)(1) of this AD with a new bolt part number (P/N) MS20006-20 /M/.

NOTE 1: The inspection of the engine truss-to-firewall bolts and associated hardware for corrosion that is referenced in Beech SB No. 2432, dated February 1992, is recommended but is not required by this AD.

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

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita Aircraft Certification Office.

(d) The inspection required by this AD shall be done in accordance with Beech Service Bulletin No. 2432, dated February 1992. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 1100 L Street, NW; Room 8401, Washington, DC.

(e) This amendment becomes effective on August 21, 1992.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Don Campbell, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; Telephone (316) 946-4128; Facsimile (316) 946-4407.