

Sektion 2. Utlandstillverkad flygmateriel

**TITEL:** Kontroll av borrning i "Drag Leg Lock Link" för huvudlandställen

**GÄLLER:** Beech modeller och S/N angivna i bifogad kopia av FAA AD 96-03-13

**ÅTGÄRD:** Utför åtgärder angivna i Beech Service Bulletin nr 2607, Revision 1, daterad april 1, 1995

**TID FÖR ÅTGÄRD:** Inom 100 flygtimmar räknat från 1 april 1996

**UNDERLAG:** FAA AD 96-03-13  
Beech Service Bulletin nr 2607, Revision 1, daterad April 1 1995 eller senare utgåva

**REFERENS:** FAA AD 96-03-13

**BESLUTS DATUM:** 1996-03-12

**LFS: 1996:21**

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

REGULATORY SUPPORT DIVISION  
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 and 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 (reference FAR Subpart 39.3).

**96-03-13 BEECH AIRCRAFT CORPORATION: Amendment 39-9510; Docket No. 95-CE-32-AD**

Applicability: The following airplane models and serial numbers, certificated in any category:

<b>Models</b>	<b>Serial Numbers</b>
F90	LA-2 through LA-236
99, 99A, A99A, B99, and C99	U-1 through U-239
100 and A100	B-1 through B-94 and B-100 through B-247
B100	BE-1 through BE-137
200 and B200	BB-2, BB-6 through BB-1157, BB-1159 through BB-1166, and BB-1168 through BB-1192
200T and B200T	BT-1 through BT-30
200C and B200C	BL-1 through BL-72
200CT and B200CT	BN-1 through BN-4
65-A90-2(RU-21B)	LS-1 through LS-3
65-A90-3(RU-21C)	LT-1 through LT-2
200 (A100-1)	BB-3 through BB-5
A100 (U-21F)	B-95 through B-99
A200 (C-12A and C-12C)	BC-1 through BC-75, and BD-1 through BD-30
A200C (UC-12B)	BJ-1 through BJ-66
A200CT (C-12D)	BP-1, BP-22, and BP-24 through BP-45
A200CT (FWC-12D)	BP-7 through BP-11
A200CT (RC-12D)	GR-1 through GR-13
A200CT (RC-12H)	GR-14 through GR-19
A200CT (RC-12G)	FC-1 through FC-3

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent main landing gear collapse caused by drag leg lock link failure, which could result in loss of control of the airplane, accomplish the following:

(a) Inspect the main landing gear drag leg lock link to ensure that the hole for the roll pin is drilled completely through both walls of the link in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin No. 2607, Revision 1, dated April 1995.

(b) Prior to further flight, replace any drag leg lock link that does not have the roll pin hole drilled through both walls of the link. Accomplish this replacement in accordance with the applicable maintenance manual.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) 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.

(e) The inspections and replacements required by this AD shall be done in accordance with Beech Service Bulletin No. 2607, Revision 1, dated April 1995. 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 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, 800 North Capitol Street, NW., 7th Floor, suite 700, Washington, DC.

(f) This amendment becomes effective on April 1, 1996.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Steve Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4124; facsimile (316) 946-4407.