LUFTFARTSVERKET
Luftfartsinspektionen

LUFTVÄRDIGHETSDIREKTIV (LVD)

A. Flygplan
Cessna
LVD Nr 2827
Upphäver LVD 2026

Sektion 2. Utlandstillverkad flygmateriel

TITEL: **Sprickkontroll av balkar för motorfästen**

GÄLLER: Cessna 402C, S/N 0001-0808 och 414A, S/N 0001-1206

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 97-26-16

TID FÖR ÅTGÄRD: Inom tider angivna i FAA AD 97-26-16, räknat från detta LVD:s utgivningsdatum

UNDERLAG: FAA AD 97-26-16
Cessna Service Bulletin MEB 85-3 daterad 23 augusti 1985 samt Revision 2 daterad 23 oktober 1987

REFERENS: FAA AD 97-26-16

BESLUTSDATUM: 1998-01-15

LFS 1998:3

Åtgärder 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 senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
			Civilair	
601 79 NORRKÖPING	Vikboplan 11	011-192000	Norrköping	62450

AIRWORTHINESS DIRECTIVE

Bilaga till LVD 2827

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

97-26-16 CESSNA AIRCRAFT COMPANY: Amendment 39-10259; Docket No. 90-CE-28-AD. Supersedes AD 85-13-03 R2, Amendment 39-5147.

Applicability: Airplanes with the following model and serial number designations, certificated in any category:

Model	**Serial Numbers**
402C	402C0001 through 402C0808
414A	414A0001 through 414A1206

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 (g) 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 as indicated in the body of this AD, unless already accomplished.

To prevent failure of the engine mount beam caused by fatigue cracks, which could result in loss of the engine with consequent loss of the airplane, accomplish the following:

(a) For airplanes with Cessna Kit SK414-17 incorporated, within the next 1,600 hours time-in-service (TIS) after the effective date of this AD (to coincide with the next engine overhaul), incorporate Cessna Kit SK414-19-1, and one of the following, as applicable, in accordance with the instructions to Service Kit SK414-19B, Revised: March 4, 1986:

(1) Cessna Kit SK414-19-2: All of the affected Models 402C and 414A airplanes that are equipped with propeller unfeathering accumulators;

(2) Cessna Kit SK414-19-3: Model 402C airplanes, serial numbers 402C0001 through 402C0468; and Model 414A airplanes, serial numbers 414A0001 through 414A0646;

(3) Cessna Kit SK414-19-5: Model 402C airplanes, serial numbers 402C0469 through 402C0808; and Model 414A airplanes, serial numbers 414A0647 through 414A1206.

(b) For airplanes without Cessna Kit SK414-17 incorporated, within the next 200 hours time-in-service (TIS) after the effective date of this AD (to coincide with the next inspection that would have been required by AD 85-13-03 R2, which is superseded by this AD), incorporate Cessna Kit SK414-19-1, and one of the following, as applicable, in accordance with the instructions to Service Kit SK414-19B, Revised: March 4, 1986:

(1) Cessna Kit SK414-19-2: All of the affected Models 402C and 414A airplanes that are equipped with propeller unfeathering accumulators;

(2) Cessna Kit SK414-19-4: Model 402C airplanes, serial numbers 402C0001 through 402C0468; and Model 414A airplanes, serial numbers 414A0001 through 414A0646;

(3) Cessna Kit SK414-19-5: Model 402C airplanes, serial numbers 402C0469 through 402C0808; and Model 414A airplanes, serial numbers 414A0647 through 414A1206.

(c) Within 9,600 hours TIS after the modification required by paragraph (a) or (b) of this AD, as applicable, and thereafter at intervals not to exceed 9,600 hours TIS, inspect, using radiographic methods, the engine mount beams for cracks in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Attachment to Service Bulletin MEB85-3, Revised - August 23, 1985, as referenced in Cessna Service Bulletin MEB85-3, Revision 2, dated October 23, 1987.

(1) If any crack is found in the left side (vertical portion) of the left engine beam of either nacelle, prior to further flight, obtain a repair scheme from the manufacturer through the FAA, Wichita Aircraft Certification Office (ACO), at the address specified in paragraph (g) of this AD, and then incorporate this repair scheme.

(2) If cracks are found in the top (horizontal portion) of the engine beam and the total length of the cracks is less than 1.75 inches, prior to further flight, stop drill each end of each crack using a 0.098-inch drill bit.

(3) If cracks are found in the top (horizontal portion) of the engine beam and the total length of the cracks is equal to or greater than 1.75 inches, but less than 2.75 inches, prior to further flight, obtain a repair scheme from the manufacturer through the FAA, Wichita Aircraft Certification Office (ACO), at the address specified in paragraph (g) of this AD, and then incorporate this repair scheme.

(4) If cracks are found in the top (horizontal portion) of the engine beam and the total length of the cracks is equal to or greater than 2.75 inches, prior to further flight, replace the engine beam with a part number specified in the instructions to Service Kit SK414-19B, Revised: March 4, 1986.

(d) If parts for any of the engine beam modifications required by paragraphs (a) and (b) of this AD have been ordered from the manufacturer but are not available, accomplish the following in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Attachment to Service Bulletin MEB85-3, Revised - August 23, 1985, as referenced in Cessna Service Bulletin MEB85-3, Revision 2, dated October 23, 1987:

(1) For airplanes with Cessna Kit SK414-17 incorporated, within the next 1,600 hours time-in-service (TIS) after the effective date of this AD (to coincide with the next engine overhaul); and thereafter at intervals not to exceed 1,600 hours TIS; provided no provision specified in paragraph (e) of this AD occurs, inspect the engine mount beams using radiographic methods.

(2) For airplanes without Cessna Kit SK414-17 incorporated, within the next 200 hours time-in-service (TIS) after the effective date of this AD (to coincide with next inspection that would have been required by AD 85-13-03 R2, which is superseded by this AD); and thereafter at intervals not to exceed 200 hours TIS; provided no provision specified in paragraph (e) of this AD occurs, fluorescent penetrant inspect the engine mount beams.

(e) If any one of the following occurs during any of the inspections required by paragraph (d) of this AD, prior to further flight, accomplish the specified actions:

(1). If parts become available, terminate the repetitive inspections specified in paragraph (d) of this AD, incorporate the modification kits as required by paragraph (a) or (b) of this AD, and inspect the engine mount beams as specified in paragraph (c) of this AD;

(2) If any crack is found in the left side (vertical portion) of the left engine beam of either nacelle, obtain a repair scheme from the manufacturer through the FAA, Wichita ACO, at the address specified in paragraph (g) of this AD, incorporate this repair scheme, and continue the repetitive inspections required by paragraph (d) of this AD;

(3) If cracks are found in the top (horizontal portion) of the engine beam and the total length of the cracks is less than 1.75 inches, stop drill each end of each crack using a 0.098-inch drill bit, and continue the repetitive inspections required by paragraph (d) of this AD;

(4) If cracks are found in the top (horizontal portion) of the engine beam and the total length of the cracks is equal to or greater than 1.75 inches, but less than 2.75 inches, obtain a repair scheme from the manufacturer through the FAA, Wichita ACO, at the address specified in paragraph (g) of this AD, incorporate this repair scheme, and continue the repetitive inspections required by paragraph (d) of this AD; or

(5) If cracks are found in the top (horizontal portion) of the engine beam and the total length of the cracks is equal to or greater than 2.75 inches, replace the engine beam with a part number specified in the instructions to Service Kit SK414-19B, Revised: March 4, 1986, and inspect the engine mount beams as specified in paragraph (c) of this AD.

(f) 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.

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

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

(2) Alternative methods of compliance approved in accordance with AD 85-13-03 R2 (superseded by this action) are not considered approved as alternative methods of compliance with this AD.

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

(h) The modifications required by this AD shall be done in accordance with Service Kit SK414-19B, Revised: March 4, 1986. The inspections required by this AD shall be done in accordance with Attachment to Service Bulletin MEB85-3, Revised - August 23, 1985, as referenced in Cessna Service Bulletin MEB85-3, Revision 2, dated October 23, 1987. 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 Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment (39-10259) becomes effective on February 2, 1998.

FOR FURTHER INFORMATION CONTACT: David L. Ostrodka, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4129; facsimile (316) 946-4407.