Beechcraft 1900 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BEECH 1900/4 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/BEECH 1900/4 Amdt 2 — Engine Truss Assembly — 1/2002

Applicability:

Model	Serial Number
1900	UA-2 and UA-3
1900C	UB-1 through UB-74 and UC-1 through UC-174
1900C	UD-1 through UD-6
1900D	UE-1 through UE-302

Requirement:

1. If engine truss assembly part number (P/N) 129-910047-1, 129-910047-13, or 129-910047-17 (or FAA-approved equivalent part number) is not installed, accomplish the following:

    a. Inspect the engine truss assembly for cracks in accordance with the Accomplishment Instructions in Raytheon Aircraft Mandatory Service Bulletin (MSB) No. 2255 Revision 10, Revised June 1999. If cracks are found, before further flight, replace with a part number truss specified in Requirement 1.b.

    b. Replace the engine truss assembly with a P/N 129-910047-1, 129-910047-13, or 129-910047-17 assembly.

2. For aircraft equipped with a P/N 129-910047-1 or 129-910047-13 engine truss assembly (of FAA-approved equivalent part number), inspect for linoil hole mislocation and cracks in Area A in accordance with Part I of the Accomplishment Instructions of MSB SB 71-3144 Revision 1, Revised April 1999. If any mislocated hole or crack is found, before further flight, replace the engine truss assembly.

3. For aircraft equipped with a P/N 129-910047-1 or 129-910047-13 engine truss assembly, accomplish the following:

   a. Inspect the engine cowling support bracket for cracks in accordance with Part III of the Accomplishment Instructions section of MSB SB 71-3144 Revision 1, Revised April 1999, and rework any cracked support bracket. If any cracked bracket is found, before further flight, accomplish any necessary engine cowling rework.

   b. Install Kit No. 129-9017-1 reinforcements on the engine cowling support bracket.

4. For aircraft equipped with a P/N 129-910047-1 or 129-910047-13 engine truss assembly, replace all remaining linoil drive screws (those not in area A) in accordance with Part II of the Accomplishment Instructions section of MSB SB 71-3144 Revision 1, Revised April 1999.

5. For aircraft equipped with a P/N 129-910047-1 or 910047-13 engine truss assembly, install a P/N 129-910047-15 truss identification placard on the engine truss assembly in accordance with the Accomplishment Instructions section of SB 71-3024, Issued September 1997.

Note: FAA AD 2001-22-16 Amdt 39-12495 refers.

Compliance: 1.a. As specified in the Requirement document.

1.b. Within 100 hours time in service after 24 January 2002.

2. Upon accumulating 100 hours time in service on the engine truss assembly, or within 25 hours time in service after 24 January 2002, whichever occurs later; thereafter at intervals not to exceed 100 hours time in service until Requirement 4 is accomplished.

3.a. Upon accumulating 200 hours time in service on the engine truss assembly, or within 25 hours after 24 January 2002, whichever occurs later, unless already accomplished; thereafter at intervals not to exceed 200 hours time in service; until Requirement 3.b. is accomplished.

3.b. Upon accumulating 1,200 hours time in service on the engine truss assembly, or within 100 hours time in service after 24 January 2002, whichever occurs later.

4. Upon accumulating 8,000 hours time in service on the engine truss assembly, or at the next engine truss assembly removal, whichever occurs later.

5. Within 12 months after 24 January 2002 or upon installation of a P/N 129-910047-1 or 129-910047-13 engine truss assembly, whichever occurs later.

This amendment becomes effective on 24 January 2002.

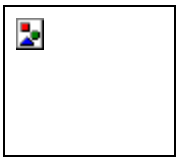
Background: Reports were received of cracks in the welded joints of the engine truss, which if detected, could lead to engine separation from the aircraft.

Amendment 1 referenced later service information and required fluorescent penetrant inspection.

Amendment 2 is issued in response to a new FAA AD which was prompted by further reports of engine truss fatigue cracks on Models 1900, 1900C, and 1900D aircraft. The reports reference aircraft that are in compliance with FAA AD 95-02-18. The fatigue cracks are developing as a result of operational stresses in joints, welded bracketry, and linoil holes sealed by screws.

Amendment 1 to this Airworthiness Directive became effective on 27 April 1995.

The original issue of this Airworthiness Directive became effective on 5 September 1991.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

4 December 2001