

Beechcraft 1900 Series Aeroplanes

AD/BEECH 1900/26

MLG Actuator End Cap

4/99

Applicability:

Model

Serial Numbers

1900

UA-2 and UA-3

1900C

UB-1 through UB-74, and UC-1 through UC-174

1900C (C-12J)

UD-1 through UD-6

1900D

UE-1 through UE-299

Requirement:

Inspect the main landing gear hydraulic actuators to determine whether any Frisby Aerospace actuator, part number (P/N) 114-380041-11 or P/N 114-380041-13 is installed. Accomplish this inspection in accordance with Raytheon Mandatory Service Bulletin (MSB) SB.32-3141.

If any Frisby Aerospace actuator, P/N 114-380041-11 or P/N 114-380041-13 is installed, before further flight, remove it and accomplish one of the following:

1. Replace the Frisby Aerospace actuator with one of a part number listed in the Material Information section of Raytheon MSB SB.32-3141. Accomplish this replacement in accordance with the applicable maintenance manual; or,
2. Rework the Frisby Aerospace actuator by incorporating the kit referenced in the Material Information section of Raytheon MSB SB.32-3141. Accomplish this rework in accordance with Frisby Aerospace Service Bulletin 1FA10043-0001, dated October 1997.

Note: FAA AD 99-04-08 Amdt 39-11032 refers.

Compliance:

Hours Time-in-Service (TIS) on the MLG Actuator

Inspection Compliance Times after 22 April 1999

Less than 6,000 hours TIS

Upon accumulating 6,600 hours TIS on the actuator or within the next 600 hours TIS, whichever occurs later

6,000 hours TIS through 6,999 hours TIS

Within the next 600 hours TIS

7,000 hours TIS through 7,999 hours TIS

Within the next 500 hours TIS

8,000 hours TIS through 8,999 hours TIS

Within the next 400 hours TIS

9,000 hours TIS through 9,999 hours TIS

Within the next 300 hours TIS

10,000 hours TIS or more

Within the next 200 hours TIS

This Airworthiness Directive becomes effective on 22 April 1999.

SCHEDULE OF AIRWORTHINESS DIRECTIVES

Background: The FAA received reports of fatigue cracks in the end cap of main landing gear hydraulic actuators manufactured by Frisby Aerospace and installed on the affected aircraft. The actions specified by this Directive are intended to prevent the main landing gear from failing to lock down due to the hydraulic actuator cracking and separating, which could result in loss of control of the aircraft during landing, taxi, or ground operations.