

Beechcraft 1900 Series Aeroplanes

**AD/BEECH 1900/18
Amdt 2**

**Outboard Flap Attachment Brackets
and Aft Roller Bearings**

3/99

Applicability:	Models	Serial Numbers
	1900	UA-1, 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-322

Requirement: Inspect the outboard flap attachment brackets and roller bearings on both wings for visible wear and elongation of the bracket holes in accordance with the Accomplishment Instructions section of Raytheon Aircraft Safety Communique No. 137, Revision 1.

Repair or replace any worn or damaged part in accordance with Raytheon Aircraft Temporary Revision No. 57-1 to the Raytheon Aircraft Beech 1900 Airliner Series Structural Repair Manual part number 114-590021-9B6 dated May 16 1997; Reissued June 30 1992.

Note 1: FAA AD 99-01-03 Amdt 39-10970 refers.

Note 2: Raytheon Aircraft Beech Mandatory Service Bulletin (MSB) 27-3158, issued July 1998, installs improved outboard flap support roller bearings and is an alternate means of compliance with this Directive, relieving the flap inspection intervals.

Compliance: Upon the accumulation of 600 total flight cycles, or within 600 flight cycles from the date of the last inspection required by the previous issue of this Directive, or within the next 100 flight cycles after 25 March 1999, whichever occurs later; thereafter at intervals not to exceed 600 flight cycles; until compliance with MSB 27-3158.

This Amendment becomes effective on 25 March 1999.

Background: The FAA received three reports of Raytheon 1900 series aircraft that had entered into an uncommanded roll after setting the flaps at 35 degrees. In one incident, the operator applied extreme force to the control wheel to counter the roll and landed. The actions specified by this Directive are intended to prevent interference between the flap and the aileron which could inhibit aileron movement and result in possible loss of control of the aircraft.

Amendment 1 reflected the intent of a new Raytheon bulletin which is an FAA approved alternate method of compliance with FAA AD 97-14-16, the basis of this Directive.

SCHEDULE OF AIRWORTHINESS DIRECTIVES

Amendment 2 is issued in response to a new FAA AD which supersedes AD 97-14-16, and while retaining the repetitive inspection requirement of the previous AD, it reduces the number of cycles allowed between inspections and lowers the total number of accumulated cycles allowed before mandatory accomplishment of the initial inspection.

Amendment 1 of this Airworthiness Directive became effective on 8 October 1998.

The original issue of this Airworthiness Directive became effective on 9 October 1997.