AD/BEECH 95/29 Wing Main Spar Centre Section 11/90

Applicability: Model 95, B95, B95A, D95A and E95, serial numbers TD-1 to TD-721 inclusive.

Requirement: Inspect the wing forward spar carry through structure forward and aft frames, in accordance with Beechcraft Service Bulletin No 2269 Rev 1, dated March 1990.

Note: FAA AD 90-08-14, Amendment 39-6563 refers.

Compliance: Within 100 hours time in service after 1 November 1990, or prior to the accumulation of 1500 hours total time in service, whichever occurs later. Where no cracks are found, repeat the inspections at intervals not to exceed 500 hours time in service. Where cracks are found, repeat the inspections at intervals as detailed in the requirement document.

Crack limits must not be exceeded.

Specific locations repaired or reinforced by the installation of the applicable Beech P/N 58-4008 kit, or other approved scheme, need not be inspected before 1500 hours time in service after installation of the repair, however affected areas adjacent to repair doublers remain subject to the above compliance.

Background: There have been numerous reports of cracking at various locations in the wing carry through structure. This problem was first found in Australia, on other models, in 1981. The cracking is caused by fatigue in the corners of the fuselage frame webs, around and between huckbolts and in areas where stringers are attached. To date, there have been no reports of cracks having progressed to failure, however uncorrected this condition will lead to eventual catastrophic failure.

Engineering analysis has determined, however, that cracking within defined limits is not an immediate threat to safe flight if assessed and monitored in accordance with this directive.