

Airworthiness Directive Schedule

Aeroplanes

Beech 99 Series

27 July 2006

The date above indicates the amendment date of this schedule.

New or amended ADs are shown with an asterisk *

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DCA/B99/1 Wing Attachment - Inspection

Applicability: Model 99 S/N U-1 through U-164 not incorporating Beechcraft Kit 99-4023-1S.
Requirement: Inspect per FAA AD 81-23-01 and rectify as necessary before further flight.
Compliance: Before further flight unless already accomplished.
Effective Date: 16 November 1981

DCA/B99/2A Vertical Stabiliser - Inspection and Replacement

Applicability: Model 99, 99A, A99A and B99 S/N U-1 through U-151.
Requirement: To prevent loss of structural integrity of the vertical stabiliser main spar accomplish the following:-
 1. Inspect per Beechcraft SI 0530-134. Cracked spars to be repaired or renewed as prescribed before further flight.
 2. Accomplish one of the following:-
 (a) Replace the original vertical stabiliser with a serviceable P/N 115-640000-605, -607 or -651, or
 (b) Verify that no cracks have ever been detected in the affected structure and install a plate doubler per SI 0530-134.
 (FAA AD 90-15-18 refers).
Compliance:
 1. At 2000 hours TTIS or within next 50 hours TIS whichever is the later unless already accomplished within the last 450 hours TIS, and thereafter at intervals not exceeding 500 hours TIS until part 2 of this AD is carried out.
 2. At 20,000 hours TTIS or within next 500 hours TIS, whichever is the later.
Effective Date: DCA/B99/2 - 11 December 1981
 DCA/B99/2A - 21 September 1990

DCA/B99/3B Wing Main Spar - Inspection and Replacement

Applicability: All Model 99 Series S/N U-1 through U-49 and U-51 through U-164, not incorporating Beech Wing Modification Kit 99-4023-1S.
Requirement: To prevent fatigue failure of the wing front spar lower cap and associated structure, inspect and replace parts per FAA AD 92-15-13.
Compliance: At 3000 hours TIS and thereafter as prescribed in FAA AD 92-15-13.
Effective Date: DCA/B99/3A - 4 May 1990
 DCA/B99/3B - 28 August 1992

DCA/B99/4 Landing Gear - Inspection and Adjustment

Applicability: Models 99, A99, A99A and B99 S/N U-1 through U-49 and U-51 through U-164 with hydraulic landing gear installed.
Requirement: Inspect and adjust as necessary, nose gear actuator and main gear downlock switches per Beechcraft Mandatory S.B. 2025.
Compliance: Within next 100 hours TIS.
Effective Date: 20 April 1984

- DCA/B99/5** **Wing Attachment Joints - Inspection And Corrosion Protection**
- Applicability:** Models 99, 99A, A99, A99A, B99 and C99 S/N U-1 through U-49, U-51 through U-179, U-181 through U-184, U-186 through U-192 and U-194 through U-196; not incorporating inconel bolts and nuts in wing attachment joints.
- Requirement:** Inspect and protect per FAA AD 85-22-05.
- Compliance:** 1. Inspection, coating of bolts, nuts and adjacent parts - At 5 years total calendar time, or within next 60 days whichever is later and thereafter at intervals not exceeding 5 years.
2. Injection of corrosion preventative compound - Within next 150 hours TIS and thereafter at intervals not exceeding 12 months.
- Effective Date:** 13 December 1985
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- DCA/B99/6** **Elevator Outboard Hinge - Inspection**
- Applicability:** Models 99, 99A, A99A, B99 and C99 S/N U-1 through U-240.
- Requirement:** Inspect per Beechcraft Mandatory S.B. 2132. If movement of hinge bracket is detected, attachment rivets must be replaced with bolts per S.B. 2132 before further flight.
(FAA AD 87-03-06R1 refers).
- Compliance:** At 1000 hours TTIS, or within next 100 hours TIS whichever is the later and thereafter at intervals not exceeding 100 hours TIS until rivets replace with bolts.
- Effective Date:** 24 April 1987
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- DCA/B99/7A** **Cancel refer DCA/B99/11**
- Effective Date:** 27 January 2005
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- DCA/B99/8** **Wing-Attach Nuts and Bolts - Replacement**
- Applicability:** All Model 99 Series aircraft
- Requirement:** To preclude loss of wing attachment integrity, replace any existing steel wing-attach nuts and bolts with Inconel nuts and bolts per Beech Structural Inspection and Repair Manual, P/N 98-39006 revised to Revision A4, dated May 1, 1987. Immediately after installation of any new Inconel nut (except P/N 81790-1414) in the lower, forward wing attachment, visually inspect the nut for cracks per Beech Mandatory S.B. 2248. Replace any nut found cracked with a P/N 81790-1414 nut per figure 2 of the SB before further flight.
(FAA AD 90-12-07 refers).
- Compliance:** Within next 12 months unless already accomplished.
- Effective Date:** 24 August 1990
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- DCA/B99/9** **LG Motor Control Panel Circuit Breaker - Installation**
- Applicability:** Models 99, 99A, A99A and B99, S/N U-1 through U-49 and U-51 through U-164 which are equipped with mechanical landing gear.
- Requirement:** To protect the landing gear power system motor from damage which may restrict the operation of the manual landing gear system, install a circuit breaker on the LG motor control panel assembly per Beechcraft S.B. 2035, Revision II.
- Compliance:** Within next 150 hours TIS.
- Effective Date:** 21 September 1990

DCA/B99/10 Seat Locking Mechanism - Inspection

Applicability: Models 99, 99A, A99A, B99A and C99, S/N U-1 through U-239.

Requirement: To prevent inadvertent movement of the pilot or copilot seat inspect per Beechcraft SB 2444, Revision 1. If the lock pin does not align with and fully engage the hole, rectify as prescribed per SB 2444 before further flight.
(FAA AD 92-27-10 refers)

Compliance: Within next 150 hours TIS.

Effective Date: 16 April 1993

DCA/B99/11 Nose Landing Gear Fork – Inspection & Replacement

Applicability: This AD affects the following aircraft models and serial numbers that do not incorporate Kit No. 1001-8030-1 S or Kit No. 114-8015-1 S (as applicable)

Model	Serial numbers
99, 99A, A99, A99A, B99, C99	U-1 through U-239.

Requirement: To detect and correct cracks in the nose landing gear (NLG) fork, accomplish the following Inspection and/or replacement. Cracks in the NLG fork could result in reduced structural integrity and failure of the NLG fork to carry design ultimate load. This failure could result in loss of control of the aircraft during take off, landing, and taxi operations.

Note: This AD Supersedes DCA/B99/7A. Inspection requirements are similar but terminating action by replacement is now included.

1. Inspect, using fluorescent liquid penetrant or magnetic particle method, the NLG fork assembly for any signs of cracks. Follow the instructions in Part II of Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7.
2. If cracks are found during the inspection required in paragraph 1 of this AD, incorporate Kit No. 101-8030-1 S or Kit No. 114-8015-1 S (as applicable). Follow the instructions in Part III of Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7.
3. If no cracks are found during the inspection required in paragraph 1. of this AD, repetitively inspect until applicable Kit No. 101-8030-1 S or Kit No. 114-8015-1 S is incorporated.
4. Incorporating applicable Kit No. 101-8030-1 S or Kit No. 114-8015-1 S is the terminating action for the repetitive inspection requirements specified in paragraph 3. of this AD. The applicable kit can be incorporated at any time, and when incorporated, no further action is required. Follow Raytheon Aircraft Company Mandatory Service Bulletin SB 32-2102, Revision 7, Revised: July, 2003.

(FAA AD 2004-23-02 refers)

Compliance:

1. For aircraft previously affected by DCA/B99/7A: Initially inspect within 200 hours TIS after the last inspection required by DCA/B99/7A. If not previously inspected per DCA/B99/7A or FAA AD 87-22-01 R1: Initially inspect within the next 200 hours TIS.

2. Before further flight following the discovery of cracks.

3. Repetitively inspect at intervals not to exceed 200 hours TIS after the initial inspection required in paragraph 1. of this AD.

4. At owners discretion

Effective Date: 27 January 2005

DCA/B99/12 Fuel Hoses – Inspection and Replacement.

Applicability: Models B99, S/N U-146 and U-148 through U-164.

Models C99, S/N U-50 and U-165 through U-239.

Requirement: To detect and prevent fuel flow interruption due to fuel hose blockage, due to hose delamination, which could lead to the uncontrolled loss of engine power and loss of control of the aircraft, accomplish the following:

1. For aircraft manufactured prior to 1 January 1994, check aircraft maintenance records for any MIL-H-6000B fuel hose replacement from 1 January 1994, up to and including the effective date of this AD. If the aircraft records show that a MIL-H-6000B fuel hose has been replaced, inspect the aircraft fuel hoses for a 3/8-inch-wide red or orange-red, length-wise stripe, with manufacturer's code, 94519, printed periodically along the line in red letters on one side. The hoses have a spiral or diagonal outer wrap with a fabric-type texture on the rubber surface. Replace any fuel hose that matches the description, with a Raytheon Aircraft approved MIL-H-6000B fuel hose that has a criss-cross or braided external wrap as per Raytheon Aircraft MSB 2718, Revision 1 or 2.

Note: Do not install a rubber fuel hose having spiral or diagonal external wrap with a 3/8-inch-wide red or orange-red, length-wise stripe running down the side of the hose, with the manufacturer's code, 94519, printed periodically along the line in red letters on any of the affected aircraft.
(FAA AD 2005-01-04 refers)

Compliance: Within the next 200 hours TIS after the effective date of this AD.

Effective Date: 31 March 2005

* **DCA/B99/13** **MLG Actuator Nut Assembly – Inspection and Replacement**

Applicability: Model 99, 99A, A99 and B99 aircraft, S/Ns U-1 through U-49 and U51 through U164 with Beech Kit No. 99-8010-1 not embodied, or not fitted with a factory installed hydraulic landing gear.

Requirement: To prevent failure of the actuator nut assembly for the right MLG actuator, which could prevent extension or retraction of the MLG, inspect the aircraft and the maintenance records to determine whether the right MLG actuator nut assembly P/Ns GMD115-810029-17 or GMD115-810029-23 have been replaced, per General Machine Diecron, Inc. Service Bulletin GM-D32-30-01/102505, dated 21 November, 2005.

If the right MLG actuator nut assembly P/Ns GMD115-810029-17 or GMD115-810029-23 have not been replaced, replace the specific assembly with a new actuator nut assembly P/N GMD115-810029-23B or with a manufacturer approved equivalent P/N, per SB GM-D32-30-01/102505, before further flight.

(FAA AD 2006-12-25 refers)

Note: Do not install actuator nut assemblies P/Ns GMD115-810029-17 or GMD115-810029-23 to the right MLG actuator of any aircraft.

Compliance: Within the next 50 hours TIS or by 27 August 2006, whichever occurs sooner, unless already accomplished.

Effective Date: 27 July 2006