

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-017/2002

Datum vydání: 29. ledna 2002

## LETOUN - HLAVNÍ PODVOZEK - KONTROLA

Týká se letadel Beech následujících typů a výrobních čísel certifikovaných ve kterékoliv kategorii:

Typ	výrobní čísla
65-90, 65-A90, B90, C90, C90A	LJ-1 až LJ-1559
65-A90-1	LM-1 až LM-141
65-A90-4	LU-1 až LU-16
E90	LW-1 až LW-347
H-90	LL-1 až LL-61

**Důvod vydání:** objeveny trhliny na nůžkách hlavního podvozku, což může vést k poruše podvozku a následné ztrátě říditelnosti letounu během vzletu, přistání a pojíždění.

**Datum účinnosti:** 21. března 2002

**Provést v termínech:** Jak je popsáno v v FAA AD 2002-01-10 od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle FAA AD 2002-01-10 (příloha tohoto PZZ).

*Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Shrbený. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 2002-01-10.*

**Ing. Pavel MATOUŠEK**  
ředitel sekce technické

**2002-01-10 Raytheon Aircraft Company:** Amendment 39-12602; Docket No. 99-CE-80-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following Beech airplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
65-90, 65-A90, B90, C90, and C90A	LJ-1 through LJ-1559.
65-A90-1.....	LM-1 through LM-141.
65-A90-4.....	LU-1 through LU-16.
E90.....	LW-1 through LW-347.
H-90.....	LL-1 through LL-61.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and replace cracked main landing gear torque knees, which could result in failure of the main landing gear with consequent loss of control of the airplane during takeoff, landing, or other ground operations.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the

following:

Actions	Compliance	Procedures
(1) Inspect the main landing gear upper torque knee and lower torque knee for fatigue cracks.	Inspect within the next 100 hours time- in-service (TIS) after February 22, 2002 (the effective date of this AD), and thereafter at intervals not to exceed 1,000 hours TIS.	Do the action following the Accomplishment Instructions paragraph of Raytheon Aircraft Mandatory Service Bulletin SB 32-3134, Revision 1, Revised: July 1999, and the applicable airplane maintenance manual.
(2) If fatigue cracks are found in the main landing gear torque knees during any inspection required by this AD, replace the cracked torque knees.	Before further flight after the inspection.	Do the action following the Accomplishment Instructions paragraph of Raytheon Aircraft Recommended Service Bulletin SB 32-3116, Issued: October 1999, and the applicable airplane model maintenance manual.
(3) When both the left and right main landing gear upper and lower torque knees are replaced with new upper torque knees (part number 50-810032-12) and new lower torque knees(part number 50-810295-25), the repetitive inspection requirement of this AD is no longer required.	You may replace all torque knees at any time, except for those torque knees that are found with evidence of fatigue cracks. Such torque knees must be replaced before further flight, as required by paragraph (d)(2) of this AD.	Do the action following the Accomplishment Instructions paragraph of Raytheon Aircraft Recommended Service Bulletin SB 32-3116, Issued: October 1999, and the applicable airplane maintenance manual.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

**Note:** This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-

4124; facsimile: (316) 946-4407.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation **Regulations** (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Mandatory Service Bulletin SB 32-3134, Revision 1, Revised: July 1999, and Raytheon Recommended Service Bulletin SB 32-3116, Issued: October 1999. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Raytheon Aircraft

Company, P.O. Box 85, Wichita, Kansas 67201-0085; or on the Internet at <http://www.raytheonaircraft.com/support/pubs/pdf/sb/32-3134r1.pdf> and <http://www.raytheonaircraft.com/support/pubs/pdf/sb/32-3116.pdf>. These files are in Adobe Portable Document Format. The Acrobat Reader is available at <http://www.adobe.com/>. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on February 22, 2002.

Issued in Kansas City, Missouri, on January 10, 2002.

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

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