
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Beechcraft 1900 Series Aeroplanes**AD/BEECH 1900/43****Canted Bulkhead at FS588.10****8/2004**

Applicability: Model 1900, serial numbers UA-1 through UA-3.

Model 1900C, serial numbers UB-1 through UB-74 and UC-1 through UC-174.

Model 1900D, serial numbers UE-1 through UE-113.

Requirement: Inspect the canted bulkhead at Fuselage Station (FS) 588.10 for fatigue cracks in accordance with Raytheon Aircraft Mandatory Service Bulletin SB 53-2564 Revision 2, Revised July 2003.

If cracks exist or are found during any inspection required by this Directive, before further flight, incorporate Kit No. 129-4005-1S.

Incorporation of Kit No. 129-4005-1S constitutes terminating action for the inspection requirements of this Directive.

Note: FAA AD 2004-09-07 Amdt 39-13596 refers.

Compliance: Upon the accumulation of 5,000 hours time in service or within 600 hours time in service after 5 August 2004, whichever occurs later.

If no cracks are found, repetitively inspect thereafter at intervals not to exceed 600 hours time in service, until Kit No. 129-4005-1S is incorporated.

This Airworthiness Directive becomes effective on 5 August 2004.

Beechcraft 1900 Series Aeroplanes

AD/BEECH 1900/43 (continued)

Background: The FAA received numerous reports of multi-site cracks in the canted bulkhead at FS 558.10 on Model 1900 Series aircraft. Cracks were found at the outer flange radius, the outer flange stringer cutouts, and at the flight control system support brackets of the canted bulkhead. Cracking of the canted bulkhead, if not detected and corrected, could prevent the bulkhead from carrying its limit and ultimate design load. Failure of the bulkhead could affect rudder cable tension and result in loss of elevator and rudder control, which could result in loss of control of the aircraft.



David Villiers
Delegate of the Civil Aviation Safety Authority

22 June 2004