Beechcraft SERVICE BULLETIN

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SUBJECT: INSPECTION OF THE SPAR SPLICE PLATES FOR:
1. SECURITY OF ATTACHMENT OF THE HUCKBOLT COLLARS.
2. A KNIFE EDGE ON THE AFT VERTICAL FLANGE OF THE UPPER SPAR SPLICE PLATE.

AIRCRAFT AFFECTED: Step 1. Aircraft prior to M-40. Step 2. Aircraft prior to M-86, except M-55, M-56, M-62, M-63, M-72, M-75, M-77, M-78, M-79, and M-84.

ACCOMPLISHMENT: As soon as convenient, but no later than the next 100-hour inspection.

DESCRIPTION OF INSPECTION: Step 1. Check the huckbolt collars for proper seating. If the collar is properly swaged, it will firmly contact the spar splice plate and will be slightly concave on the sides. (See huckbolt collar illustration). Should an improperly swaged huckbolt be found, it must be removed and replaced by a NAS145-14 or NAS145-19 bolt. An NAS143-5C washer must be used under the head of each NAS145-19 or NAS145-14 bolt and an AN960-516 washer must be used with the MS20365-524 nut.

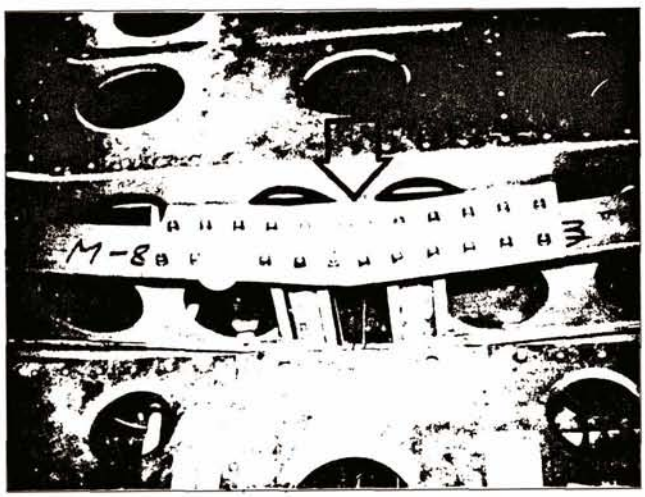
NOTE

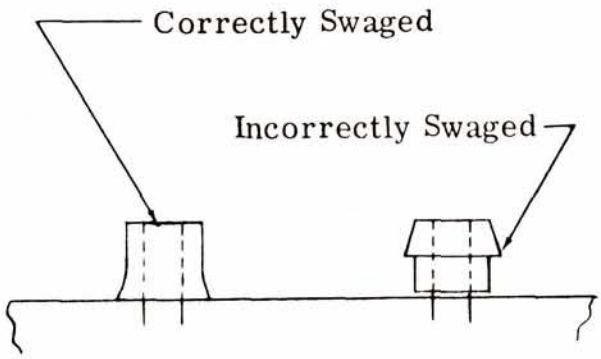
The huckbolt collars may be split using a special collar splitter, P/N 42-10, Huck Manufacturing Co. If a collar splitter is not available, AN960-816L, washers may be slipped over the Huck collar and the collars split with a chisel. The chisel should be used in the direction perpendicular to the wing spar.

Step 2. Inspect the upper spar splice plates to determine if a knife edge exists on the aft vertical flange. (See illustration). To eliminate the possibility of a crack eminating from this area, it is requested that the edge be filed down to obtain a minimum radius of .032 inch.

The above inspections may be accomplished by removing the access plate from the bottom of the fuselage and by removing the spar cover located in the cabin. Screws securing the spar cover may be removed by raising the front edge of the rear seat.

All necessary parts may be obtained from your local BEECHCRAFT distributor, dealer, or Certified Service Station.





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