

FAA AIRWORTHINESS DIRECTIVE 87-22-01 R1

87-22-01 R1 IS SUPERSEDED BY AD [2004-23-02](#)

87-22-01 R1 BEECH: Amendment 39-5748 as revised by Amendment 39-6312.

Applicability: Models 65, 65-80, A65, A65-8200, 70, 65-A80, 65-A80-8800, 65-B80, 65-88, 65-90, 65-A90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4 and B90 (all serial numbers (S/N)); C90 and C90A (S/N LJ-502 through LJ-1190); E90, H90, F90, 100, A100, B100, 99, 99A, A99A, B99 and C99 (all S/N); 200 and B200 (S/N BB-2 through BB-1314); 200C, 200CT, 200T, A200, A200C, A200CT, B200C, B200CT and B200T (all S/N); 300 (S/N FA-1 through FA-168 and FF-1 through FF-19); 1900 (all S/N); 1900C (S/N UB-1 through UB-74 and UC-1 through UC-78) airplanes certificated in any category.

Compliance: Required as indicated after the effective date of this AD, unless already accomplished.

To prevent failure of the nose landing gear (NLG) fork due to undetected fatigue cracking, accomplish the following:

(a) Within the next 200 hours time-in-service (TIS) after the effective date of this AD, and thereafter at intervals not to exceed 100 hours TIS for airplanes in the 65 Series, 70 Series, 80 Series, 99 Series and 1900 Series, and 150 hours TIS for airplanes in the 90 Series, 100 Series, 200 Series and 300 Series, inspect the NLG fork using fluorescent penetrant method in accordance with the instructions in Part II of Beech Service Bulletin No. 2102, Revision I, dated May 1987, or Revision II dated April 1988, or Revision III, dated June 1989.

NOTE 1: Inspection for slippage of the NLG fork collar on the strut tube per Part I of the Service Bulletin is recommended but not required by this AD.

(1) If no cracks are found, the airplane may be returned to service.

(2) If a crack is detected at the tip of the weld, is not more than 0.75 inches in length, and does not branch out into the unwelded tube wall (See Figure 1 or Figure 2 as applicable), thereafter at intervals not to exceed 25 hours TIS, inspect the NLG fork per paragraph (a) above until replacement with a serviceable part. The replacement part is immediately subject to the conditions of this AD, except as provided by paragraph (b), below.

(3) If a crack is detected that exceeds the limits of paragraph (a)(2), prior to further flight replace the NLG fork with a serviceable part. The replacement part is immediately subject to the conditions of this AD, except as provided by paragraph (b) below.

(b) The repetitive inspections of this AD are no longer required if an improved nose landing gear fork Kit No. 101-8030-1S (except 1900 Series) or Kit No. 144-8015-1S (for 1900 Series) is installed.

(c) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD can be accomplished.

(d) An alternate method of compliance or adjustment of the initial or repetitive compliance times, which provides an equivalent level of safety, may be approved by the Manager, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; Telephone 316-946-4400.

NOTE 2: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita Aircraft Certification Office, at the above address.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to Beech Aircraft Corporation, Commercial Service, Department 52, P.O. Box 85, Wichita, Kansas 67201-0085; or may examine these documents at the FAA, Office of the Assistant Chief Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment revises AD 87-22-01, Amendment 39-5748, which became effective on November 30, 1987.

This amendment (39-6312, AD 87-22-01 R1) becomes effective on September 30, 1989.