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No. CF-81-35

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to Canadian Aviation Regulation (CAR) 593. Pursuant to CAR 605.84 and the further details of CAR Standard 625, Appendix H, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with CAR 605.84 and the above- referenced Standard.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

CF-81-35 BEECH

Applies unless already accomplished to the following Beech model airplanes regardless of the category or categories of airworthiness certification:

Models Serial Number (S/N)*

65, A65 and A65-8200 LC-181 through LC-335

70 LB-1 through LB-35

65-A80, 65-A80-8800, 65-B80 LD-151 through LD-511 and LD-34, LD-46, LD-119

65-A88, 65-88 LP-1 through LP-54

65-90, 65-A90, B90 and C90 LJ-1 through LJ-929

E90 LW-1 through LW-342

99, 99A, B99 U-1 through U-164

100 and A100 B-1 through B-247

B-100 BE-1 through BE-102, and BE-104

Military

L23F LF-7 through LF-76

65-A90-1 LM-1 through LM-144

65-A90-2 LS-1, -2, -3

65-A90-3 LT-1, -2

65-A90-4 LU-1 through LU-16

NU-8F LG-1

*Except that aircraft which have installed Aviadesign Supplemental Type Certificates SA1178CE or SA1583CE or Aviarep Supplemental Type Approvals SA80-1or SA80-2 are not affected by this Airworthiness Directive.

Compliance is required as indicated, unless already accomplished.

A) Prior to next flight, accomplish all of the following:

1. Remove all bolts, washers and nuts from each (left and right) lower forward wing attachment, and thoroughly clean each removed part. Throughout all action required by this Airworthiness Directive

- a) Use procedures in applicable Beech Shop or Maintenance Manual unless other procedures are specified by this Airworthiness Directive,
 - b) Reposition wing, as necessary, to remove or reinstall bolt by hand without using any tool,
 - c) Keep parts of each preload indicating washer assembly together so that parts of one assembly cannot be intermingled with parts of another assembly,
 - d) Clean each removed part with naphtha or methyl ethyl ketone (MEK) using a bristle brush, as necessary, repeating this cleaning, as necessary, prior to each subsequently specified action until lubricant is applied, and
 - e) Accomplish all the above specified actions on both sides of the airplane.
2. Visually inspect each bolt and nut for reddish rust. Do not classify copper residue over cadmium plating as rust.
 3. Visually inspect each bolt and nut for a pit or crack in steel (not cadmium or copper plating) material. Use 10X magnifying glass. For each bolt, pay particular attention to the fillet and shank, including threads. For each nut, pay particular attention to the chamfer (that faces the bolt head when installed) and perceptible threads adjacent to this chamfer. (Refer to paragraph A) 6, below.)
 4. Bake each bolt and nut continuously for 23 hours at 350 degrees to 400 degrees Fahrenheit and cool in still air.
 5. After accomplishment of paragraph A) 4, above, use a magnetic particle method of Advisory Circular AC43.13-1A to inspect each bolt and nut for a crack, paying particular attention to locations specified in paragraph A) 3, above. For each bolt, use a fluorescent particle method with approximately 6000 ampere-turns in a coil to produce longitudinal magnetization in each bolt. (6,000 ampere-turns means 2,000 amperes in a 3-turn coil or 1,000 amperes in a 6-turn coil, etc.). For each nut, use any magnetic particle method with 500 to 700 amperes through a central conductor of at least 0.6-inch diameter through two nuts to produce circular magnetization. Demagnetize each bolt and nut after the above inspection.
 6. Replace each rusted, pitted, and/or cracked nut and bolt with new Part Number (P/N) as follows: nut is P/N 72789-1414 for all airplanes; bolt is P/N LWB-22-14-XX or VEP 220121-14-XX where XX is 31 for airplanes with S/N LD-34, LD-46 and LD-119 and XX is 32 for all other airplanes affected by this Airworthiness Directive. Replace preload indicating washer with new P/N 61475-14-43.5 assembly (not any other P/N) if this assembly is available. Obtain new parts only from Beech Service Centers or Beech Aircraft Corporation. (Neither baking nor field inspection of new parts is necessary.) Do not replate any removed part.
 7. Clean the bore and recessed washer seat area of the outboard and inboard wing fittings with naphtha or methyl ethyl ketone (MEK). Visually inspect these areas for burrs, gouges and coining. If any defect is found, contact Beech Aircraft Service Department, 9709 East Central, Wichita, Kansas 67201: Telephone (316) 681-7261, 7278, or 7352, for rework disposition.
 8. Treat the bore and recessed washer seat areas of the inboard and outboard wing fittings with Alodine 1200, 1200S, or 1201. Allow the Alodine coating to dry for 5 minutes. Wash the coating with water and blow dry with air without wiping. Paint treated washer seat areas with zinc chromate primer (obtain locally) and allow primer to dry.
 9. Coat the Alodined areas of the wing fittings, all of each bolt, all of each nut, and all of each preload indicating washer assembly with clean MIL-C-16173, Grade 2 corrosion preventative compound.
 10. Install removed or new parts using standard procedures except as follows:
 - a) Preload indicating (PLI) washer assembly may be reused.
 - b) Position wing as necessary to allow bolt to slide into fitting without use of any tool. Do not rotate bolt