

Aircraft Data and Inspection Report

Operator: Berry Aviation Date: 5.20.20

Location: Springfield Missouri

Aircraft Type: Fairchild Merlin III C Serial #: AC621

Aircraft Model: SA227-AC Aircraft Registration: N175SW

Date of Manufacture: Aug/1985

Current Total A/C Time: 34089.1 Current Total Airframe Cycle: 54373

Hours since Major Inspection/Overhaul: 61

Maintenance Program: FAR Part 91; Manufacturer's Recommended

Inspection Type and Interval: Phase Last Inspection:
Date: 10/11/2018

Operator's Representative:
Title:

Inspection Completed By: Laurie Stilwell

Date of Completion:

Inspection Type: Off-lease

Work Order Reference:

Notes:

LH Engine Data

Aircraft Registration No.: N175SW
TAT: 34089.1
TAC: 54373

Serial #: AC621
Effective Date:
 Limits

Left Hand Engine: TPE331-11U-611G Serial #: P-44414C

Engine H@I	TSN: 24816.7	TCSN: 33347	Oprtrs	Mfrs
24816	TSCAM: 5539.8	TCSCAM: 7939	7000	7000 FH
ENG C@I				
33346				
	TSO	CSO	Remaining	
ENG Time Since CAM Inspection:	5539.8	7939	1460.2	7000 7000 FH
ENG Time Since Hot Section Inspection:	659.0		2841.0	3500 3500 FH
ENG Time Since Gearbox Inspection:	5539.8	NA	1460.2	NA 7000 FH

	PN	SN	CYC/Time at install	CSN/TSN	Remaining	Limit	
1st Stage Turbine Wheel	3101520-4	1818244926610	0	212	19788	20000	CYC
2nd Stage Turbine Wheel	3102106-10	50134508846	761	2266	12734	15000	CYC
3rd Stage Turbine Wheel	3102655-2	10-156101-13373	0	1505	4495	6000	CYC
Seal Plate	3102483-1	5-18040-2320	16713	18212	1788	20000	CYC
Compressor Bearing	3103708-1	95-06049-265	5926.5	7545.2	1454.8	9000	FH
1st Stg Compressor Impeller	3108182-2	350100114	0	10414	19586	30000	CYC
2st Stg Compressor Impeller	3107167-5	980322904635	0	212	10288	10500	CYC

Notes:

RH Engine Data

Aircraft Registration No.: N175SW
TAT: 34089.1
TAC: 54373

Serial #: AC621
Effective Date:
 Limits

Right Hand Engine: TPE331-11U-611G Serial #: P-44524C

Engine H@I	TSN: 18091.6	TCSN: 32291	Oprtrs	Mfrs
18090.9	TSCAM: 6300.7	TCSCAM: 15024	NA	5000 FH
ENG C@I				
32290				
ENGTime Since CAM Inspection:		TSO	Remaining	
		6300.7	6300.7	7000 7000 FH
ENG Time Since Hot Section Inspection:		1148.4	2351.6	3500 3500 FH
ENG Time Since Gearbox Inspection:		5153.0	1847.0	7000 7000 FH

	PN	SN	Time at install	CSN/TSN	Remaining	Limit	
1st Stage Turbine Wheel	3101520-3	40322904050	0	10424	9576	20000	CYC
2nd Stage Turbine Wheel	3102106-10	12-156101-02119	0	2940	12060	15000	CYC
3rd Stage Turbine Wheel	3102655-2	60134512665	0	2940	3060	6000	CYC
Seal Plate	3102483-1	5-03501-1757	0	10429	9571	20000	CYC
Compressor Bearing	3103708-1	980633117568	1648.2	6300.7	2699.3	9000	FH
1st Stg Compressor Impeller	3108182-2	350103092	4600	15024	14976	30000	CYC
2st Stg Compressor Impeller	893482-3	5-03501-11373	0	1446	9054	10500	CYC

Notes:

LH Propeller Data

Aircraft Registration No.: N175SW
TAT: 34089.1
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Effective Date:

Limits

Propeller

Model: Dowty R321/4-82-F/8

Remaining **Limit**

Left Serial #:DRG/318/83

A/C Time at install: 33996.5
Prop time at install: 8177.7

A/C Cycles at install: 54164
TSO at time of install: 0

TSN: 8270.3
OH Date: 9/18/2018

TSO: 92.6
DUE OH

REM 4907.4 5000 FH
9/18/2024 6 YR

RH Propeller Data

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TAC: 54373

Serial #: AC621
Effective Date:

Limits

Propeller

Model: Dowty R321/4-82-F/8

Remaining Limit

Right Serial #: DRG/601/82

A/C Time at install: 34088.4
Prop time at install: 34952.3

A/C Cycles at install: 54372
TSO at time of install: 962.2

TSN: 34953
OH Date: 4/11/2014

TSO: 962.9
DUE OH

REM
4/11/2020

4037.1 5000 FH
6 YR

Airframe Airworthiness Limitations

Aircraft Type: Fairchild Merlin III C
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Registration: N175SW

Serial #: AC621
Effective Date: 1/0/1900

Items	S/N	Position	Life	Last Done	Next Due	Remaining
Chapter 5 Times Limits/Maintenance Checks						
Weight & Balance		NA	3 Yrs	09/2016	09/2019	
Chapter 11 Placards and Markings						
Emergency Phosphorescent Signs, Inspect Minimum Brightness		NA	12 MO	05/2020	05/2021	
Chapter 21 Air Conditioning						
Cooling Turbine Service P/N 204755-4-6		NA	200 FH	34025.6	34225.6	136.5
Pressurization Controller External Filter (Replace) P/N CU79030		NA	1000 FH*	34059.0	35059	969.9
Pressurization Controller Internal Filter (Replace) 12 Ply Gauze		NA	1000 FH*	34059.0	35059	969.9
Outflow Valve Filter Replace CU79030		NA	1000 FH*	33340.4	34340.4	251.3
Vapor Cycle Condenser Brush Inspection P/N P15D6573		NA	250 OP HR	NA		
Power Motor Brush Inspection P/N SZ58 Series		NA	1000 FH	NA		
Power Motor Overhaul P/N SZ84 Series		NA	2000 FH	NA		
Forward and Aft Evaporator Filters Clean		NA	150 FH*	NA		
Cabin Altitude Warning System Operation Test		NA	3 Yrs		12/1902	
Chapter 23 Communications						
CVR Overhaul P/N Fairchild 93-A100	56415	NA	9000 FH	33002.3	42002.3	7913.2
B&D CVR P/N 89090 Audio System Check		NA	1 YR	NA	NA	
B&D CVR P/N 89090 Audio Replace Tape		NA	1500 FH	NA	NA	
B&D CVR P/N 89090 Overhaul		NA	5000 FH	NA	NA	

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Items	S/N	Position	Life	Last Done	Next Due	Remaining
ELT Recertification FAR 91.207(d)		NA	1 YR	May-20	5/4/2021	
ELT Battery PN 452-0133		NA	5 YR	2/28/2017	02/2022	
ELT Battery PN 452-0130 and - 0130-02		NA	2 YR	NA		
Chapter 24 Electrical Power						
Bus Wire Inspection		NA	500 FH*	33722.6	34222.6	133.5
LH/RH Essential & J-Box Bus Wire Terminations Inspection		NA	500 FH*	33722.6	34222.6	133.5
LH/RH Bus Terminal Switch Inspection/Replace		NA	16000 FH	32340.9	48340.9	14251.8
Generator Brushes Inspection		Left	500 FH	34088.4	34588.4	499.3
Generator Brushes Inspection		Right	500 FH	34088.4	34588.4	499.3
Starter Generator Alternator Assy. PN 23070-001		Left	1000 FH			
		Right	1000 FH			
Starter/Generator Overhaul	2144	Left	1000 FH	33386.1	34386.1	297.0
Starter/Generator Overhaul	2113	Right	1000 FH	33438	34438.0	348.9
NiCad Battery Deep Cycle/Cap Check		Left	600 FH	NA	NA	
NiCad Battery Deep Cycle/Cap Check		Right	600 FH	NA	NA	
Lead-Acid Battery Replace	40965094	Left	12 MO*	05/2020	05/2021	
			600 HR*	34088.4	34688.4	599.3
Lead-Acid Battery Replace	40957215	Right	12 MO*	05/2020	05/2021	
			600 FH*	34088.4	34688.4	599.3
Chapter 25 Equipment						
Life Preserver Inspection Per Manu.		NA	60 MO	6/11/18	6/11/23	
CVR Underwater Beacon DK100 or DK120 Inspect	DU46364	NA	12 MO	04/2020	04/2021	
CVR Underwater Beacon DK100 OR DK120 Clean and Test	DU46364	NA	2 YR	04/2020	04/2022	

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CVR Underwater Beacon DK100 or DK120 Replace Battery	DU46364	NA	6 YR	04/2020	04/2026	
Chapter 26 Fire Protection						
Engine Fire Ext. (Hydrostat)	05868B2	Left	5 YR	04/2020	04/2025	
Engine Fire Ext. (Hydrostat)	17855B1	Right	5 YR	11/2017	11/2022	
Cartridge PN 13083-5	AEN1-197	Left	10 YR	09/2019	08/2029	
Cartridge PN 30600-22	AEN1-184	Right	10 YR	03/2015	03/2025	
Portable Fire Ext. (Reweigh)	E-09393042	Cockpit	6 MO	10/2017	03/2018	
(Recharge)			6 YR	10/2017	10/2023	
(Hydrostat)			12 YR	10/2017	10/2029	
Portable Fire Ext. (Reweigh)	B-74100445	Cabin	6 MO	07/2016	11/2016	
(Recharge)			6 YR	07/2016	07/2022	
(Hydrostat)			12 YR	07/2016	07/2028	
Portable Fire Ext. (Reweigh)		Cabin	6 MO		05/1900	
(Recharge)			6 YR		12/2016	
(Hydrostat)			12 YR		12/1911	
Chapter 27 Flight Controls						
Pitch Trim Actuator		Initial	7500 FH	40792.4		6703.3
P/N DL5040M6		Repeat	300 FH		300	
Inspect, check freeplay, measure rod slippage						
Pitch Trim Actuator (All Models) (Travel Check)			400 FH	34030.3	34430.3	341.2
Pitch Trim Actuator Overhaul			6500 FH	33292.4	39792.4	5703.3
P/N DL5040M6						
Rudder Cable Bolt and Brush		NA	5000 FH	31733.4	36733.4	2644.3
Rudder Gust Lock Assembly Life Limit		NA	5000 FH	33525.9		
P/N 27-70066-001						
Flight Control Cables (Replace)		NA	10000 FH	29103.7	39103.7	5014.6
(Tension Check, Initial is 200, then 500)			400 FH			
(Tension Check)			500 FH		NA	
			1000 FH*	33525.9	34525.9	436.8
Elevator Down Spring, Inspect or C/W SB227-27-002		NA	300 FH	NA	NA	
P/N 27-440-45-005						

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Elevator Down Spring (Functional Check) P/N 27-440-45-005		NA	5000 FH	32852.8	37852.8	3763.7
Stall Avoidance System Pusher Servo (Functional Check)		NA	500 FH	34041.7	34541.7	452.6
Stall Avoidance System (Visual Inspection) (Recalibrate)		NA	250 FH 2000 FH	34041.7	250 36041.7	1952.6
Chain, Aileron Control Columns (Replace) P/N 27-71026-001		NA	10000 FH 13 Y	32967.7 Jul-14	42967.7 7/9/2027	8878.6
Sprocket, Aileron Control Columns (Replace) P/N 27-26-71010-001		NA	10000 FH 13 Y	32967.7 Jul-14	42967.7 7/9/2027	8878.6
Bearing, Aileron Control Columns P/N 27-KP16B		NA	10000 FH 13 Y	32967.7 Jul-14	42967.7 7/9/2027	8878.6
Chapter 29 Hydraulic Power						
Hydraulic Power Pack Overhaul P/N 27-81009-015	1157	NA	15000 FH	33525.9	48525.9	14436.8
Hydraulic System Filter Replace P/N AN6325-3A			450 FH*	33831.4	34281.4	192.3
Gear Selector Valve Overhaul P/N 24600-6	104G	NA	7500 FH	33525.9	41025.9	6936.8
Chapter 31 Recording (Note: not required by FAC MM Ch.5)						
Flight Data Recorder Per Manu. P/N Fairchild F800		NA	8000 FH*		NA	
FDR ULB Replace Battery		NA	6 YR*		NA	
Chapter 32 Landing Gear						
Main Gear Strut Inspect per SB 227-32-022 P/N 5453001-1 and -3		L/H R/H NLG	800 FH 50 FH	NA NA	if no crack IF CRACKED	NA
Main Gear Yoke Inspect (ultrasonic) P/N OAS5453 (up to -19)		L/H R/H	2000 FH 12 MO	NA		
Nose Gear Yoke Inspect (ultrasonic) P/N OAS6562 (up to -17)	ARC5415-9	NLG	2000 FH 12 MO	34088.4 5/5/2020	36088.4 05/2021	1999.3

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Filter Element (Canister) Nose Wheel Steering Replace P/N AC-3255F-8Y14			1000 FH	33525.9	34525.9	436.8
Filter Elements Nose Wheel Steering Servo Clean or Replace P/N 350506			900 FH	33525.9	34425.9	336.8
MLG Door Actuator Aft Hook Fuse Bolt (Replace) P/N 27-51142-179			60 MO	Jan-17	1/23/2022	Initial con check, nc
MLG Lower Torque Link Shaft PN: 27-51540-003 SB 227-32-046			1500 FH		1500.0	
Landing Gear Struts Leak Check			450 FH*	33831.4	34281.4	192.3
Chapter 34 Navigation						
Compass Swing Func. Ck.		N/A	2 YR	3/26/2018	3/25/2020	DUE
Altimeters (Test) FAR 91.411		L/H	2 YR	5/11/2020	5/11/2022	
Altimeters (Test) FAR 91.411		R/H	2 YR	5/11/2020	5/11/2022	
Pitot/Static FAR 91.411		N/A	2 YR	5/11/2020	5/11/2022	
Transponder (Test) FAR 91.413		L/H	2 YR	5/11/2020	5/11/2022	
Transponder (Test) FAR 91.413		R/H	2 YR	5/11/2020	5/11/2022	
Air Data Computer		N/A	2 YR	NA	NA	
Chapter 35 Oxygen						
Oxygen Bottle (Hydrostatic) 22 Cubic Feet	775120		3 YR	05/2017	04/2020	DUE
Oxygen Bottle (Life) P/N 89549050	775120		24 YR	03/2003	02/2027	
Chapter 52 Doors						
Passenger Door Latch SA227-AC			10000 FH	NA	NA	
Cargo Door Latches SA227-AC		Lwr Fwd	10000 FH	33292.4	43292.4	9203.3
		Lwr Aft	10000 FH	33933.8	43933.8	9844.7
Chapter 56 Windows						
Acrylic Windows All (Inspect)		NA	12 MO 1000 FH	05/2020 34088.4	05/2021 35088.4	999.3
Cockpit side windows Single pane only (Replace)		LH RH	5000 FH	29632 31910.8	34632.0 36910.8	542.9 2821.7

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Items	S/N	Position	Life	Last Done	Next Due	Remaining
Glass Heated Windshields gl.faa.		LH	150	34065.1	34215.1	126.0
		RH	150	34081.6	34231.6	142.5
Chapter 61 Propellers						
Propeller Dowty/Rotol	DRG/318/83	LH	5000 FH 6 YR	33996.5 09/2018	38996.5 09/2024	4907.4
Propeller Dowty/Rotol	DRG/601/82	RH	5000 FH 6 YR	33126.2 04/2014	38126.2 04/2020	4037.1
Prop Pitch Control	P-7207C	LH	7000 FH	33995.2	40995.2	6906.1
Prop Pitch Control	P-7758C	RH	7000 FH	33831.4	40831.4	6742.3
Prop Governor	2455476	LH	7000 FH	31608.0	38608.0	4518.9
Prop Governor	2481610	RH	7000 FH	29775.9	36775.9	2686.8
Chapter 72 Engines						
Tach Generator (Lube)	P-44414C	LH	400 FH	NA	NA	
Tach Generator (Lube)	P-44524C	RH	400 FH	NA	NA	
S.O.A.P.	P-44414C	LH	100 FH	34033.5	34133.5	44.4
S.O.A.P.	P-44524C	RH	100 FH	34033.5	34133.5	44.4
Oil Change	P-44414C	LH	400 FH	33429.2	33829.2	-259.9
Oil Change	P-44524C	RH	400 FH	33831.4	34231.4	142.3
Fuel Nozzles	P-44414C	LH	400 FH	33995.9	34395.9	306.8
Fuel Nozzles	P-44524C	RH	400 FH	34088.4	34488.4	399.3
Engine OH	P-44414C	LH	7000 FH	28550.0	35550.0	1460.9
Engine OH	P-44524C	RH	7000 FH	27788.4	34788.4	699.3
Hot Section Inspection	P-44414C	LH	3500 FH	33995.2	37495.2	3406.1
Hot Section Inspection	P-44524C	RH	3500 FH	32940.7	36440.7	2351.6
Gear Box Inspection	P-44414C	LH	7000 FH	33995.2	40995.2	6906.1

tso at install

Airframe Airworthiness Limitations

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Items	S/N	Position	Life	Last Done	Next Due	Remaining
Gear Box Inspection	P-44524C	RH	7000 FH	27788.4	34788.4	699.3
Chapter 73 Fuel Control						
Fuel Control	2173612	LH	7000 FH	33430.1	40430.1	6341.0
Fuel Control	1710968	RH	7000 FH	28939.6	35939.6	1850.5
Fuel Pump	P-1106C	LH	7000 FH	33430.1	40430.1	6341.0
Fuel Pump	P-4544C	RH	7000 FH	32176.9	39176.9	5087.8
Fuel Bypass Valve	07-25685-00063	LH	7000 FH	31719.9	38719.9	4630.8
Fuel Bypass Valve	08-25 685-00452	RH	7000 FH	31013.3	38013.3	3924.2
Fuel Shutoff Valve	P-6998C	LH	7000 FH	32470.4	39470.4	5381.3
Fuel Shutoff Valve	P-5520C	RH	7000 FH	32818.9	39818.9	5729.8
Chapter 78 Exhaust						
Exhaust Duct and Gasket		LH	2500 FH	NA	NA	
27-62080-023, -025-041		RH		NA	NA	
Replace (TPE331-12 Only)						
Exhaust Duct (Inconel)		LH	3600 FH*	NA BY PN		
Inspect for Cracks		RH	3600 FH*	33161.1	36761.1	2672.0
Chapter 82 CAWI						
CAWI Distribution system			9000 FH	33061	42061	7971.9
wet component inspection			9 YR	10/2014	10/27/2023	

NOTE: * RECOMMENDED TASK

STRUCTURAL INSPECTIONS (ST-UN-M001)

Aircraft Registration N175SW
TAT: 34089.1
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Fig & Item	Description	Initial Inspection	Reinsp	Last Done	Due Next	Remaining
1-1	Page 3, Fig 1-1; Lower side frame of door, fore and aft, near bayonet pins, check frames for cracks. (3500 hour interval applies to S/N 481 and up, only) SA227-AC. AT. & BC only	1900 3500	1000 1000	33933.8	NA 34933.8	844.7
1-1	Page 3, Fig 1-1; Lower side frame of door, fore and aft, near bayonet pins, check frames for cracks. Metro 23 only.	3500	1000	NA	NA	
1-2	Page 3, Fig 1-2; Upper fore and aft corners of door skin, along hinge attachment, check for cracks at rivets	15000	2000	33292.4	48292.4	14203.3
1-3	Page 3, Fig 1-3; Lower aft corner of outer skin, check for cracks at rivets	9500	1000	33933.8	34933.8	844.7
1-4	Page 3, Fig 1-4; Cargo door lower latch assembly retirement (note: Hartwell PN H931, H2949 and M7 PN 27-24135 & 27-24151)	3000 10000	for SA227AT for SA227AC, BC,DC	29309.2	NA 39309.2	5220.1
1-5	Page 4 thru 8, Fig 1-5; Inspection to assure full extension of click-clacks and check of cargo door warning system.	1200	1200	33438.0	34638.0	548.9
2-1	Page 13, Fig 2-1; Lower corners of door frame where bayonet pins insert, check faceplate and backplates for elongation.	23000	2000	32606.8	34606.8	517.7
2-1	Page 13, Fig 2-1; Check for cracks around screws attaching faceplates and receptacles.	6500	2000	32606.8	34606.8	517.7
2-1	Page 13, Fig 2-1; Check under faceplates for warping or other damage to door sill.	23000	2000	32606.8	34606.8	517.7
2-2	Page 13, Fig 2-2; Check for cracks in door sill around both lower latch faceplates.	6500	1000	33438.0	34438.0	348.9
2-2	Page 13, Fig 2-2; Check for damaged or cracked faceplates.	23000	1000	33438	34438.0	348.9
2-2	Page 13, Fig 2-2; Check for broken screws securing faceplates.	6500	1000	33438.0	34438.0	348.9
2-3	Check fore and aft click-clack bushing receptacles for cracks	300	1200	33438.0	34638.0	548.9
3-1	Page 17, Fig 3-1; Upper forward door corner near bayonet pin, check for cracks.	13000	1000	33438.0	34438.0	348.9
3-2	Page 17, Fig 3-2; Hinge area on door and fuselage, check for broken hinge	17000	1000	33438	34438.0	348.9
3-3	Page 17, Fig 3-3; Upper aft corner of door frame on fuselage, check for cracks.	10000	2000	32606.8	34606.8	517.7
3-4	Page 17, Fig 3-4; Outer skin at upper aft door frame, check for cracks in skin.	10000	2000	32606.8	34606.8	517.7
3-5	Page 17, Fig 3-5; Upper forward corner of door frame on fuselage, check for cracks.	10000	2000	32606.8	34606.8	517.7
3-6	Page 17, Fig 3-6; Inside cabin door, lower aft corner at floor level, check for crack in frame.	20000	3000	32250.8	35250.8	1161.7

STRUCTURAL INSPECTIONS (ST-UN-M001)

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Fig & Item	Description	Initial Inspection	Reinsp	Last Done	Due Next	Remaining	
3-7	Page 17, Fig 3-7; Outer skin and inner flange of sill where notched for fuselage frames, check for cracks. (effective for S/N 607 and up. Terminated by SB 227-53-Latch actuator, top center location only.	8000	2000	32606.8	34606.8	517.7	
3-8	NOTE:(2) & (3)	3000	SA227-TT, AT only	3000	NA BY AC SN		
		10000	SA227-AC, BC only	10000	NA BY AC SN		
3-9	Check fore and aft latch receptacles on fuselage for cracks. NOTE: (3)	300	SA-227's only	1200	NA BY AC SN		
4-1	Page 21, Fig 4-1; Inside cabin, on left and right side along stringer #8 at frame, check for cracks in frame.	17500		3000	32047.6	35047.6	958.5
4-2	Page 21, Fig 4-2; Inside cabin, on left and right side along stringer #8 at frame, check for cracks in clip.	17500		3000	32047.6	35047.6	958.5
4-3	Page 21, Fig 4-3; Inside cabin, on left and right between stringers #8 and #6, check for crack in frame.	26000		3000	31842.4	34842.4	753.3
4-4	Page 21, Fig 4-4; Inside cabin, overhead on left side, check for cracks in frame.	23000		3000	31842.4	34842.4	753.3
5-1	Page 25, Fig 5-1; Outside cabin, upper outboard corner of windshield retainer trim plate, check for crack in trim plate.	25000		3000	32250.8	35250.8	1161.7
5-2	Page 25, Fig 5-2; Inside cabin, right side below right center windshield, check for crack in frame	25000		1000	33250	34250.0	160.9
5-3	Page 25, Fig 5-3; Inside cabin, upper flange radius of forward bulkhead at frame, check for crack in radius.	25000		1000	33250.5	34250.5	161.4
6-1	Page 31, Fig 6-1; Outside aircraft, check all windows and escape hatches for cracks in skin around windows.	23000		3000	32514.5	35514.5	1425.4
6-2	Page 31, Fig 6-2; Outside aircraft, on fuselage near lower forward corner of door (STA 435) check for cracks in skin.	23000		3000	32514.5	35514.5	1425.4
6-3	Page 31, Fig 6-3; Outside aircraft, below cargo door (STA435-493) check for failed rivets along entire area on fuselage below door (stringer #12). (AT, AC & BC only)	10000		1000	33438.0	34438.0	348.9
6-4	Page 31, Fig 6-4; Inside aircraft, between STA 287 and wing front spar, check intercostal for cracks.	6500		1000	NA	NA	
6-5	Page 31, Fig 6-5; Inside aircraft, on left side between STA 347 and 362 and stringer 2 and 3, check cargo tie intercostal for cracks at rivets. (AC, AT &	23000		3000	32514.5	35514.5	1425.4

STRUCTURAL INSPECTIONS (ST-UN-M001)

Aircraft Registration N175SW
TAT: 34089.1
TAC: 54373

Serial #: AC621
Effective Date: 1/0/1900

Fig & Item	Description	Initial Inspection	Reinsp	Last Done	Due Next	Remaining
6-6	Page 31, Fig 6-6; Inside tailcone, left and right side of bulkhead at STA 565, check for cracks in bulkhead.	6500	2500	31632.8	34132.8	43.7
7-1	Page 39, Fig 7-1; Below cargo floor, check for cracks in forward or aft side of frame at STA 474, lower aft receptacle.	6500 (1) 17000 (2) 17000 (3)	1000 1000 1000		NA NA 34438.0	348.9
7-2	Page 39, Fig 7-2; Below cargo floor, check for cracks in forward or aft side of frame at STA 473, lower fwd receptacle.	6500 (1) 17000 (2) 17000 (3)	1000 1000 1000		NA NA 34438.0	348.9
7-3	Page 39, Fig 7-3; Below cargo floor, check for cracks in forward or aft side of frame at STA 473, lower aft receptacle.	6500 (1) 17000 (2) 17000 (3)	1000 1000 1000		NA NA 34438.0	348.9
7-4	Page 39, Fig 7-4; Below cargo floor, check for cracks in forward or aft side of frame at STA 454, lower forward receptacle. (1) Aircraft Serial Numbers: 398-478 except 457 and 470. (2) Aircraft Serial Numbers: 398-478 except 457 and 470, and AT423-469, which have complied with SB 227-53-003. (3) Aircraft Serial Numbers: 457, 470 and subsequent.	6500 (1) 17000 (2) 17000 (3)	1000 1000 1000		NA NA 34438.0	348.9
7-5	Page 39, Fig 7-5; Below cargo floor, check for cracks in frame at STA 491.	17000	1000	33438	34438.0	348.9
7-6	Page 39, Fig 7-6; Below cargo floor, check for cracks in frame at STA 438.	17000	1000	33438	34438.0	348.9
8	Page 43, Fig 8; Horizontal tail retirement life.	35000	N/A	NA		
8-1	Page 43, Fig 8-1; On left and right stabilizer along rib, aft of front spar, check for cracks in rib where rib narrows to mate	30000	3000	32852.8	35852.8	1763.7
8-2	Page 43, Fig 8-2; On left and right stabilizer along rib (STA 3.135), aft of front spar, check for cracks in gusset.	30000	3000	32852.8	35852.8	1763.7
8-3	Page 43, Fig 8-3; At aft spar, check for cracks or break in 27-43057 rib splice straps upper and lower.	30000	2000	33822.5	35822.5	1733.4
8-4	Page 43, Fig 8-4; At stringer rib-joint, check for cracked rib flange by pressing on rib and stringer separately.	10000	2000	32606.8	34606.8	517.7
9-1	Page 49, Fig 9-1; Vertical tail retirement life.	35000	N/A	0	35000	910.9
9-2	Page 49, Fig 9-2; Elevator down spring assembly. Check for wear and broken cable wires.	5000	5000	32852.8	37852.8	3763.7

STRUCTURAL INSPECTIONS (ST-UN-M001)

Aircraft Registration N175SW
TAT: 34089.1
TAC: 54373

Serial #: AC621
Effective Date: 1/0/1900

Fig & Item	Description	Initial Inspection	Reinsp	Last Done	Due Next	Remaining
10-1	Page 49, Fig 10-1; Wing main spar, fore, aft and center webs. Check all three spar webs for cracks at stringer pass through holes in spar webs. To check the center web for cracks, remove sealant from around the stringer pass through holes and use a borescope. Inspect lower, fore and aft, spar caps, from LH/RH WS 0.00 – 27.00, for corrosion. Inspect for cracks near fasteners on vertical leg of spar cap	10600	2000	32967.7	34967.7	878.6
10-2	Page 49, Fig 10-2; Outer belly skin between main and rear spars at WS 27.103, check for crack running fore and aft, both left and right side. (No inspection required S/N 591 and up)	14000	2000	NA	NA	
10-2	Page 49, Fig 10-2; Stringers along wing center section, inside belly, check both ends of stringer for cracks.	25000	1000	33250	34250.0	160.9
10-2	Page 49, Fig 10-2; Outer belly skin near spar, check for cracks around landing light and intersecting frame at WS 27.103, left and right side. (TT models only)	14000	2000	NA	NA	
10-3	Page 49, Fig 10-3; Angle at rear spar, WS 27.103, check for crack in spar angle, left and right wing.	29000	2000	32932.3	34932.3	843.2
10-4	Page 52, Fig 10-4; At rear spar and WS 27.063, rib web, adjacent to wing center section, check for crack on ribs, both left and right wing.	29000	2000	32932.3	34932.3	843.2
10-5	Page 52, Fig 10-5; Aft of rear spar, outboard of nacelle, lower skin cut-out for hydraulic lines, check for cracks in skins, left and right wings.	19000	3000	32533.5	35533.5	1444.4
10-6	Page 52, Fig 10-7; Eddy current inspect lower front spar cap at BL 9.0. The three aluminum parts of the cap are the critical elements. (Applies equally to 14,500 and 16,000 lbs. MTOW aircraft)	25000	5000	31733.4	36733.4	2644.3
11-1	Page 63, Fig 11-1; Main landing gear 5453001-1 strut housing at top of drag brace boss.	4000	800 (1) 50 (2)		NA NA	
	Page 63, Fig 11-1; Main landing gear 5453001-3 strut housing at top of drag brace boss.	10000	800 (1) 50 (2)		NA NA	
	(1) Reinspect at 800 flight hours if no cracks are found. (2) Reinspect at 50 flight hours if discovered cracks are reworked as per SB 227-32-022.					
11-2	Main Landing Gear Drag Brace, Drag Links OZONE Industries, Inc. P/N OAS5453-1 (Rev H, J, K, or N) or P/N OAS5453-5 MLG Assy Installed.	Reference SB32-043 & AD00-17-1		NA	NA	

STRUCTURAL INSPECTIONS (ST-UN-M001)

Aircraft Registration N175SW
TAT: 34089.1
TAC: 54373

Serial #: AC621
Effective Date: 1/0/1900

Fig & Item	Description	Initial Inspection	Reinsp	Last Done	Due Next	Remaining
12-1	Page 65, Fig 12-1; All elevator, rudder, aileron, and aileron to rudder interconnect cables; including cables that are routed inside the control column. (ref AD 87-02- (1) If cables are replaced prior to 10,150 hrs, the repetitive inspections are not required.	10000 (1)	400 (1)	29103.7	39103.7	5014.6
13-1	Page 67, Fig 13-1; All cabin and cockpit external single pane acrylic	2500 12 MO	1000 12 MO	34088.4 5/5/2020	35088.4 5/5/2021	999.3
14-1	Page 69, Fig 14-1; SAS indicator, SAS Interface Assembly, SAS Computer, SAS Servo Idle Control, SAS Flap Compensator, AOA Transmitter, Airspeed Switch, Pusher Servo / Pusher Motor and Pusher Capstan. (ref AD 85-22-06)	250	250	34041.7	34291.7	202.6
14-2	Page 69, Fig 14-2; Pusher Servo / Motor, Pusher Capstan, SAS System.	500 (1)	500 (1)	34041.7	34541.7	452.6
14-3	Page 69, Fig 14-3; SAS Computer, AOA Transmitter, SAS Flap Compensator, SAS System.	2000 (1,2)	2000 (1,2)	34041.7	36041.7	1952.6
15-1	Inspect for cracks and/or Bulges of LH, RH, Inbd and Outbd Keelson Web Skin at Nacelle Station (N.S.) 141.69. Inspect opposite side of shaded area, through existing Nacelle Access Panels of LH, RH, Inbd and Outbd Nacelle Skins, 4 places total, each Nacelle. (1) and (3)	5000	2000	33822.5	35822.5	1733.4

(1) Accomplish per SB 227-27-006 para. 2.b, all serial numbers
(2) Accomplish per SB 227-27-006 para. 2.c, for calibrations using AEC2000-1 or 32-82032-01; or para. 2.d for calibrations using TS27-0; applicable to all serial numbers.

Non-Recurring Airframe Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Accomplished

73-08-02

04/12/1973 Applies to Swearingen Models SA226T and SA226AT aircraft, Serial Numbers T201 through 224, and Serial Numbers AT001 through 009 respectively, certificated in all categories. To prevent operation in icing conditions with an unapproved oil cooler inlet scoop which may not provide adequate ice protection, prior to further flight after receipt of this message

NA BY AC Model

76-20-04

11/17/1978 If Swearingen Aviation Corporation Models SA226TC (applies to serial numbers TC-201 through TC-212), SA226T (applies to serial numbers T-201 through T-251, except T-249), and SA226AT (applies to serial numbers AT-001 through AT-033, except AT-025) airplanes are modified in accordance with Swearingen Aviation Corporation service bulletin SB 21-009 dated May 11, 1977, "Addition of Bleed Air Heat Exchangers"; and if Swearingen Aviation Corporation Models SA226TC (applies to serial numbers TC-201 through TC-228, except TC-227E and TC-228E), SA226T (applies to serial numbers T-201 through T-271), and SA226AT (applies to serial numbers AT-001 through AT-056) airplanes are modified in accordance with Swearingen Aviation Corporation service bulletin SB 54-003 dated April 28, 1977, "Improved Fire Resistance of the Fuel and Hydraulic Systems;" then the repetitive inspections specified in paragraphs A and B of this AD are no longer necessary.

NA BY AC Model

Non-Recurring Airframe Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Accomplished

79-13-07 Applies to Models SA226-T, S/N T201 through
06/28/1979 T291 except T276; Model SA226-T(B), S/N
T276, and T292 through T302; Model SA226-
AT, S/N AT001 through AT071; Model SA226-
TC, S/N TC201 through TC286.
Compliance is required within the next 100
hours' time in service after the effective date
of this AD unless already accomplished.
In the event the aircraft is located where the
modification cannot be accomplished within
the required hours' time in service after the
effective date of this AD, a special flight permit
pursuant to FAR 21.197 may be issued to
allow ferrying of the aircraft to a facility where
the required modification can be
accomplished. To prevent inside latches of
nose baggage compartment door from
becoming disengaged by shifting baggage,
accomplish the following unless already
accomplished:

NA BY AC Model

79-25-04 Applies to Models SA226-T, SA226-AT, and
12/10/1979 SA226-TC airplanes, certificated in all
categories, that incorporate Rosemount SAS
Servo P/N 9-50D1001.

NA BY AC Model

Compliance is required within the next 10
hours time in service unless already
accomplished. (NOTE: The compliance time
given here is, in some instances, different
from SB A27-024.)

To prevent the possible jamming of the
elevator, accomplish the following:

Remove, disassemble, inspect, modify if
necessary, and reidentify servos in
accordance with the accomplishment
instructions in Swearingen Aviation
Corporation Service Bulletin SB A27-024
dated November 13, 1979. All Rosemount P/N
9-50D1001 servos not presently installed must
also be disassembled, inspected, modified if
necessary, and reidentified prior to
installation.

Non-Recurring Airframe Airworthiness Directives

Aircraft Registration: N175SW

TAT: 34089

TAC: 54373

Aircraft Serial #: AC621

Effective Date: 1/0/1900

**Accomplished
NA BY AC Model**

81-15-01 Applies to Swearingen Models SA226-T, S/N
08/15/1981 T201 through T275 and T277 through T291;
SA226-AT, S/N AT001 through AT074, and
SA226-TC, S/N TC201 through TC407
airplanes certificated in all categories.
Compliance required within the next 200
hours' time in service, after the effective date
of this AD, unless Swearingen Bulletin SB53-
006 issued November 27, 1980, has been
accomplished. (Airworthiness Docket No. 80-
ASW-54.)
Inspect the lower wing-to-fuselage
aerodynamic fairing stiffeners, the attached
grommets, and the lower fuselage pressure
vessel skin for deterioration, wear, or damage.
Repair any damaged areas and modify the
structure in accordance with Swearingen
Service Bulletin SB53-006 issued November
24, 1980

81-24-04 Applies to the following airplane models
11/19/1981 approved for flight into known icing: Model
SA226-T (Serial Numbers T-205E; T-215E, T-
201 through T-275 and T-277 through T-291);
Model SA226-T(B) (Serial Numbers T-276; T-
303E; and T-292 through T-419); Model
SA226-AT (Serial Numbers AT-003E, AT-
038E, AT-062E, AT-064E, and AT-001
through AT-419); and Model SA-226-TC
(Serial Numbers TC-211E, TC-211EE, TC-
211EEE, TC-211EEEE, TC-202E, TC-208E,
TC-215E, TC-222E, TC-222EE, TC-227E, TC-
228E, TC-229E, TC-234E, TC-237E, TC-
238E, TC-239E, TC-255E, TC-246E, and TC-
201 through TC-419) airplanes. (Airworthiness
Directive Docket No. 81-ASW-37.)
Compliance is required within the next 10
hours' time in service after the effective date
of this AD unless already accomplished.
To prevent operation in icing conditions
wherein ice shed from the propeller spinner
could be ingested into the engine inlet,
resulting in flameout and subsequent total
loss of engine power, accomplish the
following:

NA BY AC Model

Non-Recurring Airframe Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Accomplished
NA BY AC Model

81-26-04 Applies to Swearingen Model SA226-T, S/N
12/31/1981 T201 through T290; SA226-AT, S/N AT001
through AT066; SA226-TC, S/N TC201
through TC255 airplanes certified in all
categories. Compliance required within the
next 50 hours' time in service after the
effective date of this AD but not later than
January 15, 1982. Accomplishment of
Fairchild Swearingen Service Bulletin SB27-
022 issued January 5, 1979, satisfies the
requirements of this AD (Airworthiness Docket
No. 81-ASW-65).

To prevent disengagement of the control
cables from the control pulleys, install cable
guards and retainers in each control column in
accordance with Fairchild Swearingen Service
Bulletin SB27-022 issued January 5, 1979, or
an equivalent means approved by the Chief,
Aircraft Certification Division, FAA, Southwest
Region.

82-23-06 Amendment 39-4493. Applies to Models SA
11/15/1982 226-T(B) (S/N T(B) 276, T(B) 292 through
T(B) 397); SA 226-T (S/N T201 through T275
and T277 through T291); SA 226-AT (S/N
AT001 through AT074); SA 226-TC (S/N
TC201 through TC396) airplanes certificated
in any category.

COMPLIANCE: Required within the next 50
hours time-in-service unless already
accomplished.

To prevent the main landing gear doors from
shifting and locking the gear in the up

82-05-05 R1
5/3/1983 To prevent propeller ice accumulation and
potentially hazardous severe aircraft vibration,
Install a temporary placard of 1/4-inch
minimum lettering which states "NOT
APPROVED FOR FLIGHT IN ICING" in front
of and in clear view of the pilot and operate
the

NA BY AC Model

NA due to A/C SN

Non-Recurring Airframe Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Accomplished

83-15-09 Required as indicated unless already
 9/8/1983 accomplished, modify the nose wheel steering
 systems of the affected aircraft to assure
 reliable operation of the steering system in
 accordance with Fairchild Service Bulletin SB
 32-006.

NA due to A/C SN

86-10-08 To prevent the elevator gust lock from
 5/28/1986 engaging in flight, Remove the elevator gust
 lock system components and install the
 alternate elevator gust lock and associated
 hardware in accordance with the instructions
 in Fairchild Aircraft Corporation Service B

PCW @ TAT1791.4,
 6/22/1986

87-13-11 Applies to Model SA26-T, SA26-AT, SA226-T,
 08/10/1987 SA226-T(B), SA226-AT, SA226-TC (All serial
 numbers) except SA226-T(B), S/N T-276, T-
 283 through T-297, SA226-AT, S/N AT-062E
 through AT-069 and SA226-TC, S/N TC-247
 through TC-279; airplanes certificated in any
 category. S/B 26-32-30-39, dated February
 13, 1987 (for the Model SA26 airplanes), or
 S/B 226-32-048, revision dated February 13,
 1987 (for the Model SA226 airplanes), as
 applicable.

NA BY AC Model

90-03-19 R1 To prevent an inadvertent de-energized
 battery bus relay, Modify the electrical system
 in accordance with Fairchild Service Bulletin
 SA227-24-013

PCW @ TAT 10369.0
 2/25/1990

90-05-06 R1 To prevent the main landing gear doors from
 jamming against the nacelle skin and
 preventing the extension of the landing gear,
 inspect (and modify) in accordance with
 Service Bulletin SA227-32-027.

PCW @ TAT 8023.1
 1/22/1989

90-14-01 To prevent rapid cabin decompression due to
 Supersedes window breakage, modify cabin window at
 90-12-14 FS181 IAW SB 227-56-004. (Add double-
 2/11/1991 pane window.)

PCW @ TAT 11993.3
 10/18/1990

90-24-03 To prevent aerodynamic vibration and
 1/25/1991 possible loss of control, inspect rudder trim
 tab for wear IAW Service Note 227-SN-074

PCW @ TAT 12228.1
 11/24/1990

Non-Recurring Airframe Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Accomplished

92-18-07 To prevent loss of control of aircraft, modify
Supersedes power lever flight idle detent arms IAW SB
91-23-04 227-76-002.

PCW IAW AD 91-23-04 Verified @ TAT 14855.9 12/13/1991

93-08-09 To prevent loss of directional control of the
5/14/1993 airplane during takeoff or landing caused by
nose wheel steering malfunctions, place a
copy of this AD into the Limitations Section of
the Airplane Flight Manual (AFM).

NA due to P/N Installed

95-01-07
09/26/1995
This amendment adopts a new airworthiness directive (AD) that applies to certain Fairchild Aircraft Models SA226-AT and SA226-TC airplanes. This action requires replacing the two lower aluminum cargo door receptacles with steel receptacles. A report of cargo door failure on one of the affected airplanes prompted this action. Fatigue of the two bottom cargo door receptacles caused the bottom third of the cargo door to bend outward and upward, causing damage to the fuselage door frame. The actions specified by this AD are intended to prevent decompression injuries and the cargo door from breaking off and striking the empennage or the elevator, which could cause substantial structural failure and loss of control of the airplane. Models SA226-AT (serial numbers AT001 through AT074) and SA226-TC (serial numbers TC201 through TC419) airplanes, certificated in any category

NA BY AC Model

Non-Recurring Airframe Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Accomplished

95-17-07
08/28/1995

This amendment adopts a new airworthiness directive (AD) that applies to certain Fairchild Aircraft SA226 series airplanes. This action requires removing the main landing gear (MLG) stop bolts from the bracket assembly on the upper scissors for those airplanes with a MLG door stop installation, and servicing the MLG oleos for all affected airplanes. Incidents where two of the affected airplanes made an emergency gear-up landing prompted this action. The actions specified by this AD are intended to prevent the MLG doors from jamming, which could prevent the gear from extending and could result in an emergency gear-up landing.

NA BY AC Model

95-17-09 R1
5/13/1996

To prevent failure of the electrical system when engine failure results in a blown generator current limiter, relocate essential bus current limiters to the battery bus IAW SB 227-24-015 or SB CC7-24-002 as applicable

pcw 6/13/1996 by
relocating LH RH
Bus current limiters
@tat 23647.8

95-24-11
1/3/1996

To prevent airplane flight control jamming caused by objects falling through cockpit floor openings, install FOD barriers IAW SB227-53-005, or SBCC7-53-002

PCW @ tat 23647.8
6/09/1996 iaw SB 227-
53-005

95-25-07
01/17/1996

This amendment adopts a new airworthiness directive (AD) that applies to certain Fairchild Aircraft SA226 series airplanes that are equipped with a part number 27-55001-229 actuator assembly. This action requires replacing the main landing gear door actuator tang and associated hardware with parts of improved design. Reports of the main landing gear doors hanging up and locking the landing gear links on the affected airplanes prompted this action. The actions specified by this AD are intended to prevent the inability to extend the main landing gear because of the main landing gear door actuation roller contacting the lower edge of the tang and causing the linkage to lock over-center.

NA BY AC MODEL

Non-Recurring Airframe Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Accomplished

96-03-03 To prevent loss of control due to
3/15/1996 disconnection of power control cable, replace
attach nuts with safetied type IAW SB227-76-
004, or SBCC7-76-00

PCW @ tat 23647.8
6/09/1996 iaw SB227-
76-004

96-09-16 To minimize the potential hazards associated
6/11/1996 with operating the airplane in severe icing
conditions, revise the FAA-approved Airplane
Flight Manual in accordance with instructions
in A.D

PCW @ tat 23650.3
6/7/1996

97-10-13 To prevent failure of the flight control system
Supersedes 96-21-05 caused by a corroded elevator torque tube,
Inspect the elevator torque tube IAW SB227-
27-028

PCW @ TAT 24677.1
2/1/1997

97-11-13 To prevent failure of both generators during
7/11/1997 critical phases of flight (such as night
operation or while in icing conditions)
(a) For Models SA227-TT, s/ns TT421-TT541,
SA227-AT, s/ns AT423-AT631, and SA227-
AC, s/n AC406, AC415, AC416, and AC420-
AC683, replace the existing generator fault
transformer wiring with new dual conductor
shielded wire IAW SB 227-24-008.
(b) For Models SA227-TT, s/lns TT421-TT541;
Sa227-AT, s/ns AT423-AT591, and SA227-
AC s/ns AC420-AC594, Rewire the electrical
power generation system reduce the
possibility of 325-amp current limiter failure
IAW SB 227-24-005.
(c) For Models SA227-TT, s/ns TT421-TT541,
SA227-AT, s/ns AT423-AT695, and SA227-
AC s/ns AC406, AC415, AC416, AC420-
AC556, AC558-AC705, and AC707-
AC733, modify the direct current generator
control system so that it will operate off its
respective generator output IAW SB 227-24-
012.

PCW @ tat 143.8
5/27/1998 rewire

Non-Recurring Airframe Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Accomplished

98-04-05
03/10/1998 This amendment adopts a new airworthiness directive (AD) that applies to certain Fairchild Aircraft Incorporated (Fairchild) Models SA226-TC, SA226-T, SA226-T(B), and SA226-AT airplanes. This action requires inspecting the center flap hinge and wing trailing edge ribs at the flap actuator attach brackets for cracks and if no cracks are found, installing a doubler on the rib, or replacing a cracked rib with a new rib assembly that is reinforced with a doubler. This action is the result of high local stress concentration, which led to fatigue cracking of the wing trailing edge ribs. The actions specified by this AD are intended to prevent asymmetrical flap deflection, which could force the airplane into an uncommanded roll with possible loss of control of the airplane.

NA BY AC MODEL

98-06-25
4/27/1998 To prevent failure of the cargo door in flight. Within the next 500 hrs. T.I.S. inspect the cargo door lower belt frames at the cargo latch receptacles for cracks per SB227-53-003

NA due to A/C SN

99-21-05
11/16/1999 To prevent failure of the landing gear actuator caused by cracks in the rod ends, which could result in the inability to lower the landing gear during a landing with consequent possible loss of control of the airplane, accomplish the following:

NA BY AC MODEL

(a) Within the next 500 hours time-in-service (TIS) after the effective date of this AD, replace any landing gear actuator rod end that is not P/N VTA00350 (or FAA-approved equivalent part number) with one that incorporates this part number. Accomplish this replacement in accordance with Fairchild Aircraft Alert Service Bulletin SB A32-014, Revised: January 26, 1999.

Non-Recurring Airframe Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Accomplished

- | | | | | | | | | | | | |
|---|---|--|--|--|--|--|---|---|--|---|--------------------------|
| <p>2000-06-04 To activate the pneumatic wing and tail
5/5/2000 deicing boots at the first signs of ice accumulations</p> | <p>2002-01-16 For ignition procedures in icing conditions.
1/16/2002</p> | <p>2002-08-02 To prevent potential brake shuttle valve
Supersedes 2001-20-14 problems, which could cause the brake assembly to drag and overhea</p> | <p>2003-19-10
11/7/2003 Visually inspect the left-hand and right-hand main/auxiliary fuel boost pump wiring for evidence of chafing, damage, or exposed bare wires per Fairchild Service Letter 227-SL-039.</p> | <p>2016-04-04 This AD was prompted by information that a
04/08/2016 pilot's sole reliance on the negative torque system for reducing drag in the event power loss may result in the pilots failure to initiate the engine failure inflight checklist and feather the propellers in time. This could lead the pilot to not fully feather the propeller with consequent loss of control. We are issuing this AD to add info to the (AFM) and /or pilots operating handbook that reliance on the NTS to reduce drag during an engine failure</p> | <p>2016-11-20 This AD applies to B/E Aerospace protective breathing
(PBE) , part number (P/N) 119003-11 , that is installed effective date of this AD) , while still in the stowage box, an intact vacuum seal. Do this inspection following para III.A1. of the Accomplishment instructions in B/C Aerospace service bulletin No. 119003-35-011.Rev.000, Dated February 4, 2015.</p> | <p>pcw @ tat 26981.7
4/18/2000</p> | <p>verified to be pcw @
tat 27869.1 8/16/2002</p> | <p>verified to be pcw @
tat 27912.3 9/16/2002</p> | <p>pcw @ tat 28677.3
2/17/2004</p> | <p>PCW Para (g)(11)(vi)
@ tat 33316.3
5/16/2016</p> | <p>No PBEs installed</p> |
|---|---|--|--|--|--|--|---|---|--|---|--------------------------|

Recurring Airframe Directives

Aircraft Registration: **N175SW**
TAT: 34089.1
TAC: 54373

Aircraft Serial #: **AC621**
Effective Date: **1/0/1900**
Interval **Last Done** **Due Next**

<p>69-11-01 05/26/1969</p>	<p>Applies to Model SA26-T, S/N T26-2 through S/N T26-99, and Model SA26-AT, S/N T26-100 through S/N T26-142. Upon installation of new cockpit side windows, P/N 26-21383-5 and -6, in accordance with Swearingen Aircraft Service Bulletin No. 26-68 dated April 28, 1969, or later FAA-approved revision or an equivalent method approved by the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Southwest Region, FAA, the 5.0 psi limiting placard may be removed and the requirements of this AD discontinued.</p>	<p>New windshield installed?</p>	<p>100</p>	<p>NA BY AC MODEL</p>
<p>77-04-08 03/01/1977</p>	<p>Applies to Models SA26-T and SA26-AT.</p> <p>Compliance required as indicated.</p> <p>To prevent failures of spar brackets, P/N 26-31060-1, 26-31060-3, 26-31063-1, and 26-31063-3, accomplish the following inspections and modifications:</p>	<p>Terminating repair incorporated?</p>	<p>100</p>	<p>NA BY AC MODEL</p>
<p>80-09-08 R2 2/5/1988</p>	<p>Amendment 39-3758 as amended by amendment 39-3883 is further amended by amendment 39-5821. Applies to Models SA 226-TC (S/N TC201 through TC419) and SA 226-AT (S/N AT001 through AT074) certificated in any category. Compliance required before pressurized flight or prior to obtaining 250 unpressurized flight hours after compliance with emergency telegraphic AD T80SW14 dated March 15, 1980, amended.</p>	<p></p>	<p></p>	<p></p>

Recurring Airframe Directives

Aircraft Registration: **N175SW**

TAT: 34089.1

TAC: 54373

Aircraft Serial #:

Effective Date:

Interval Last Done

200 FH

AC621

1/0/1900

Due Next

NA BY AC MODEL

85-04-01 R1

10/28/1995
supersedes
83-19-02

Amendment 39-5005 as amended by Amendment 39-5138. Applies to Models SA226-T, SA226-T(B), SA226-AT (all serial numbers) and Model SA226-TC (all serial numbers below S/N TC398) airplanes certificated in any category.

Compliance: Required as indicated, unless already accomplished.

To prevent cockpit fires and hydraulic failures by increasing the fatigue resistance of certain hydraulic lines and replacing nonmetallic oxygen lines with metal lines, accomplish the

84-13-01

Supersedes
84-05-01

To prevent cockpit fires, modify J-box wiring terminations IAW SB 227-24-003 and inspect aircraft IAW A.D. text

200

34025.6

34225.6

136.5

85-22-06 R1

10/19/1990

To assure proper operation of the stall avoidance system, modify SAS servo IAW SB 227-A27-004 and inspect SAS system IAW SB 227-27-, paragraphs 2.A, 2.B & 2.C.

A 200
B 500
C 2000

NA BY AC SN
NA
NA

87-02-02

1/27/1987

To prevent primary control system cable failures inspect cables each 400 hours or replace cables each 10,000 hours

Replace
Inspect

10000
400

29103.7

39103.7

Recurring Airframe Directives

Aircraft Registration:	N175SW			Aircraft Serial #:	AC621	
	TAT: 34089.1			Effective Date:	1/0/1900	
	TAC: 54373			Interval	Last Done	Due Next
92-19-08 Supersedes 81-02-01 11/3/1992	To prevent failure of the rudder pedal to rudder cable link attachments, replace hardware and inspect IAW SB 227-27-029 each 5000 hours.			5000		NA by SN
93-07-12 Supersedes 74-24-02 5/28/1993	To prevent failure of the horizontal stabilizer rear spar, perform dye penetrant inspection IAW SB 227-55-002 and/or modify IAW SB 227-55-002. Inspection required each 500 hours. Modification eliminates recurring inspection and is mandatory 2200 hours after	Inspect Mod		500		NA NA
93-09-05 Supersedes 93-09-05 6/18/1993	To prevent a jammed elevator control, inspect elevator downspring attaching hardware each 300 hours and relocate downspring within 2200 hours of 6/18/93.	Inspect Relocate		300 2200		NA NA
93-15-01 Supersedes 92-16-11 6/19/1993	To prevent failure of the horizontal stabilizer caused by broken pivot-fitting fasteners, at 10,000 hours total time or within 1000 hours after 9/16/93, inspect and modify the stabilizer IAW SB 227-55-006, and inspect thereafter at intervals of 5000 hours	Inspect Mod		5000	31115.4	36115.4 2026.3
94-07-10 R1 3/25/1996	To prevent failure of the wing skin at battery box opening, inspect and/or modify wing skin IAW SB 227-57-005 or SB CC7-57-002 at 2500 hours total time or within 100 hours of 3/25/96. If no cracks are found, reinspect each 500 hours. If wing skin cracks are found, additionally inspect straps for cracks. If cracks in straps are found, modify straps and skin (terminates AD). If no cracks are found in straps, reinspect wing skin each 150 hours until skin is modified	LH RH Inspections terminated	Inspect Mod Inspect Mod	150 Verified SB 226-57-018 c/w verified 7/2/2002 @ tat 27805.0 150 mod iaw 227-57-005 @ tat 26132.9 5/19/1998		NA NA

Recurring Airframe Directives

Aircraft Registration: N175SW
TAT: 34089.1
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900
Interval **Last Done** **Due Next**

95-01-07
 Supersedes 83-12-01
 To prevent fatigue failure of the lower wing skin panels, Within 500 hrs., install reinforcement doublers and stringer ties IAW SB 227-57-002

LH	500	NA
RH	500	NA

96-19-05
 Supersedes 95-19-07
 10/1/1996
 To prevent landing gear failure caused by stress corrosion cracks of the yoke, inspect and/or replace IAW SB 227-32-039, SB CC7-32-007 and the following table: Crack Length Inspection Interval
 0 - .50" 600 hrs / 120 days
 .5 - .75" 500 hrs / 100 days
 .75 – 1.0" 400 hrs / 80 days
 1.0 – 1.5" 300 hrs / 60 days
 1.5" or greater Replace now
 No cracks 2500 hrs / 12 mos.

	Crack	HR/Day	Last Insp.	Due
LH	No cracks	2500	NA	NA
		365 DAY	NA	NA
RH	No cracks	2500	NA	NA
		365 DAY	NA	NA
Nose	No cracks	2500	34088.4	36588.4
		365 DAY	5/5/2020	5/5/2021

2499.3

96-20-08
 Supersedes 93-19-06
 89-06-02
 88-22-04
 To prevent acrylic cabin or cockpit window failures, visually inspect all acrylic windows IAW SB 227-56-001, -002 or -003 as applicable each 1000 hours or 12 months, whichever occurs first.

Cabin		1000	34088.4	35088.4	999.3
		12 MO	5/5/2020	5/5/2021	
CP LH	3926	1000	34088.4	35088.4	999.3
	Replace	12 MO	5/5/2020	5/5/2021	
CP RH		5000	29632	34632	542.9
		1000	34088.4	34453.4	364.3
	14375	12 MO	5/5/2020	5/5/2021	
	Replace	5000	31910.8	36910.8	2821.7

Recurring Airframe Directives

Aircraft Registration: N175SW
TAT: 34089.1
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900
Interval **Last Done** **Due Next**

2000-17-01
 Supersedes
 92-01-02

(a) Modify the parking brake system IAW SB 227-32-017 (AD 92-01-02)
 (b) Recurring brake inspection for BFG p/n 2-1203, 2-1203-1, 2-1203-3, IAW BFG SL 1498. Reinspect each 250 hours.
 (c) If clearance is .200 inches or more, but less than .250 inches, reinspect each 75 hours until the clearance is .250 inches or more (due replacement).

(a)
 (b) 250 NA
 (c) 75 NA

2000-17-11
 9/22/2000

To provide method of inspecting MLG drag brace assemblies, manufactured by Ozone, p/n OAS5501-1 consisting of both a drag brace and drag links), installed on MLG assy. p/n OAS5453-1 (Rev. H, J, K, or N) or p/n OAS5453-5. See chart below.
 Inspect MLG drag brace assy. using dye penetrant method IAW SB 227-32-043.
 Replace MLG drag brace if cracks found that are over 0.080 inches in combined length.
 Rework if cracks are 0.080 inches or less, one rework only.

			Last Insp	Due
LH	Initial	15000	NA	NA
	Repeat	1000	NA	NA
RH	Initial	50	NA	NA
	Repeat	1000	NA	NA
Nose	Initial	400	NA	NA
	Repeat	400	NA	NA

Length	Initial TIS	Repeat
	50	
No cracks		1000
If replaced/ new	15000	1000
Replaced/serv.		1000
0.080 or less		400

Recurring Airframe Directives

Aircraft Registration: **N175SW**
TAT: 34089.1
TAC: 54373

Aircraft Serial #: **AC621**
Effective Date: **1/0/1900**
Interval **Last Done** **Due Next**

2002-08-01 To correct and prevent future malfunctioning
6/6/2002 brake master cylinders,
Within the next 200hrs. TIS after June 6, 2002
or 15000 hours TIS on the affected brake
master cylinders, whichever occurs later.
Replace the Model V1-15-1000 brake master
cylinders with new or overhauled Model V1-15-
1000 brake master cylinders or FAA approved
equivalent p/ns IAW SA227 MM or OH IAW
SB 227-32-045.
Replace each 15000 hours thereafter

LH	15000	NA
RH		NA
Nose		NA

2005-06-13 To detect and correct fatigue cracking of the
5/2/2005 wing spar center web cutout area.
(e)(1) Upon 6500 hrs. TIS; within the next
2000 hrs. TIS after the last inspection
accomplished per the applicable
Airworthiness Limitations Manual; or within the
next 500 hours TIS after the effective date of
this AD, whichever later; inspect each wing
spar center web cutout for cracks between
Wing Station 8 and WS 17.5, IAW current
revision of
ST-UN-M001. Repetitive insp. due every
2000 hrs.
(e)(2) If cracks are found; before further flight,
repair the crack IAW SRM p/n – 27-10054-
079.
(e)(3) Repetitive insp. may be terminated
upon repair of both LH & RH wing spars.

(e)(1)
(e)(2)
(e)(3)

2000	2000
Terminating action pcw by WASI @ TAT 26300.5 11/30/1998	

Recurring Airframe Directives

Aircraft Registration: N175SW
TAT: 34089.1
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900
Interval **Last Done** **Due Next**

2007-16-03
 Supersedes
 2000-03-17

This AD applies to all models that are equipped with Barber-Coleman (P/N) 27-199008-001, (P/N) 27-19008-002, (P/N) 27-19008-004, (P/N) 27-19008-005, (P/N) 27-19008-006, (P/N) 27-19008-007 and Simmonds-Precision P/N DL5040M5, DL5040M6 and P/N DL5040M8. This AD results from reports of mechanical failure of the pitch trim actuator causing the horizontal stabilizer to move to full aircraft nose up.
 (1) For airplanes with Barber-Coleman pitch trim actuator ; Before further flight, incorporate the text of this AD into the limitations section of the approved AFM.
 (2) For airplanes equipped with Simmonds-Precision pitch trim actuator, measure the freeplay and inspect the pitch trim actuator for rod slippage

	Interval	Last Insp	
Part	27-19008-006 or -007		Remaining
Initial Insp	7500	40792.4	6703.3
Repeat	300		Replace TAT
Replace	9900	33292.4	43192.4
Overhaul	2000		

9103.3

Actuator	Initial TIS	Repeat	Replace
Original DL5040M5	3000	250	5000
Replaced DL5040M5	5000	300	6500
Replaced DL5040M6	7500	300	9900
DL5040M5/new nut assy	5000	300	6500
DL5040M5/old nut assy	3000	250	5000
27-19008-001/-002/-005	500	300	N/A
27-19008-006/-007-Overhaul	2000	2000	N/A
DL5040M8	7500	600	9900

Recurring Airframe Directives

Aircraft Registration: N175SW
TAT: 34089.1
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900
Interval **Last Done** **Due Next**

2009-11-06
 7/ 2/2009

12 MO 5/4/2020 5/4/2021

(a) This AD results from five reports of chafing between the bleed air tube and the electrical starter cables with one incident resulting in a fire.(1) For groups 1, 2, and 3 inspect electrical wires/components, hydraulic and bleed air tube assemblies at L/H and R/H inboard wing leading edge/battery box areas and all feed through areas for any evidence of chafing/arcng. Clear, repair and/or replace all chafed electrical wires and components. Within 250 hours (TIS) after July 23, 2008. Repeat inspection at intervals not to exceed 12 months. Follow SA226 series SB 226-24-036.(2) For groups 4 and 5 within 250 hours (TIS) after July 23, 2008. Repeat inspection at intervals not to exceed 12 months. Follow SA227 series SB 227-24-019. (3) For groups 6 and 7 within 250 hours (TIS) after July 23, 2008. Repeat inspection at intervals not to exceed 12 months. Follow SA227 SB CC7-24-010.

- | |
|----------------------------|
| 1. Model SA226-AT, All S/N |
| 2. Model SA226-T, All S/N |
| 3. Model SA226-TC, All S/N |
| 4. Model SA227-AC, All S/N |
| 5. Model SA227-AT, All S/N |
| 6. Model SA227-CC, All S/N |
| 7. Model SA227-DC, All S/N |



Recurring Airframe Directives

Aircraft Registration: N175SW

Aircraft Serial #: AC621

TAT: 34089.1

Effective Date: 1/0/1900

TAC: 54373

2011-02-04
1/24/2011

To detect and correct damage to the cockpit heated windshields, which could result in failure of the contd. (g) Within the next 21 days after January 24, 2011 (the effective date of this AD), inspect the cockpit heated windshields, part numbers 26-21126 and 27-19442, as applicable, for damage, e.g., delamination, glass shear, and interlayer cracking. Do the inspection following M7 Aerospace Service Bulletins 26-56-001, 226-56-011, 227-56-012, and CC7-56-009, all dated December 1, 2010, as applicable.

	Interval	Last Done	Due Next
	A/C Time at Install		TIS
LH			NA BY PN
RH			NA BY PN

LH	150	34065.1	34215.1
RH	150	34081.8	34231.8

126.0
142.7

TIS	Inspection Interval
1100 or Less	150
1100 to 5000	100
5000 and over	50

Recurring Airframe Directives

Aircraft Registration:

N175SW

Aircraft Serial #:

AC621

TAT: 34089.1

Effective Date:

1/0/1900

TAC: 54373

Interval

Last Done

Due Next

2012-18-01
9/21/2012

(g) At the initial and repetitive compliance times specified in Appendix 1 to this AD, inspect the left and right forward (main) and aft spar wing-to-fuselage attach fittings for cracks. Do the inspections following M7 Aerospace LLC SA226 SB 226-53-016, with supplement A-SB 226-53-016. SA227 SB 227-53-010 with supplement A-SB 227-53-010, and SB CC7-53-006 with supplement A-SB CC7-53-006

	Initial	
LH fwd	Repeat	
	Initial	
LH aft	Repeat	
	Initial	
RH fwd	Repeat	
	Initial	
RH fwd	Repeat	

500				
14200	49858	64058		9685
500				
14200	49858	64058		9685
500				
14200	49858	64058		9685
500				
14200	49858	64058		9685

(h) If cracks are found during any inspections required in paragraph (g) of this AD, before further flight, replace both wing-to-fuselage attach fitting halves (pair) at the cracked fitting location. Do the replacement SB 226-53-016, 227-53-010, CC7-53-006.

SA227-AC (C-26A and SA227: SN 600 and Subsequent, Model S227-BC (C-26A)		SA227-AC (C-26A and SA227: All SN through 599 and Model SA227-TT			
>35000 TAC	300	>35000 TAC	300	>35000 TAC	300
20000 to 35000	500	20000 to 35000	500	20000 to 35000	500
14200 to 19999	1000	10600 to 19999	1000	14200 to 19999	1000
< 14200	1000	< 10600	1000	< 14200	1000
Repetitive Inspections					
No cracks and original attach fitting is reinstalled	14200	No cracks and original attach fitting is reinstalled	10600	No cracks and original attach fitting is reinstalled	14200
No cracks, original attach fitting w/oversized bolts	10900	No cracks, original attach fitting w/oversized bolts	7700	No cracks, original attach fitting w/oversized bolts	10900
Cracks, new attach fitting w/same size bolts installed	16600	Cracks, new attach fitting w/same size bolts installed	16600	Cracks, new attach fitting w/same size bolts installed	16600
Cracks, new attach fitting w/oversize bolts	13100	Cracks, new attach fitting w/oversize bolts	13100	Cracks, new attach fitting w/oversize bolts	13100

Recurring Airframe Directives

Aircraft Registration: N175SW
TAT: 34089.1
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900
Interval **Last Done** **Due Next**

2014-06-01
4/25/2014

This AD was prompted by reports of airplanes with multiple fatigue cracks in the FS 69.31 front pressure bulkhead. We are issuing this AD to detect and correct cracks in the FS 51.31 (SA26 airplanes) and FS 69.31 (SA226 and SA227 airplanes) front pressure bulkhead, which if not corrected, could result in cabin depressurization

Init. Insp
Repeat

11000
1000 33933.8

N/A
34933.8

844.7

Initial Inspections	
>35000 TIS	150
25000 to 30000	300
20000 to 25000	450
11000-20000	600
<11,000	600

or 11000 hrs TIS, whichever occurs later

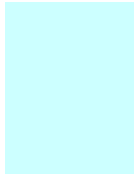
2014-09-02
6/5/2014

This AD was prompted by reports of jamming of the aileron control cable chain in the pilot and copilot control columns. We are issuing the AD to prevent jamming of the aileron control cable chain, which could result in loss of control

Init. Insp Pilot
Init. Insp Co
Repeat Pilot
Repeat Co Pilot

YR
YR
10000 32967.7
13 YR 7/9/2014
10000 32967.7
13 YR 7/9/2014

TIS
DATE
TIS
DATE
TIS 42967.7
DATE 7/6/2027
TIS 42967.7
DATE 7/6/2027



Recurring Airframe Directives

Aircraft Registration: **N175SW**
TAT: 34089.1
TAC: 54373

Aircraft Serial #: **AC621**
Effective Date: **1/0/1900**
Interval **Last Done** **Due Next**
 Last Done **Next Due**

2014-15-01
8/27/2014

This AD applies to the M7 Aerospace LLC airplanes listed in paragraphs (c)(1) through (c)(5) of this AD that are equipped with a bayonet shear pin main cabin door latching mechanism and are certificated in any category. Airplanes equipped with a "click-clack" main cabin door latching mechanism are not affected by this AD. Figure 3 of M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005, and M7 Aerospace LLC SA227 Series Service Bulletin 227-53-009, both dated November 15, 2013, is a picture showing both styles of latching mechanisms.

33749.6

35749.6

2015-19-10
11/3/2015

We are issuing this AD to prevent loss of pitch control, which if not corrected, could result in loss of airplane control. This AD allows credit for the control column pivot bearing torque check and initial replacement required in paragraph (i)(2) of this AD and the elevator rod bolt inspection and initial replacement required in paragraphs (j)(1) and (j)(3)(i) of this AD, if done before November 3, 2015 (the effective date of this AD), following the procedures specified in the Accomplishment Instructions of the applicable service information listed in paragraphs (g)(1) through (g)(4) of this AD(1) M7 Aerospace SA227 Commuter Category Service Bulletin No. CC7-27-010, original issue or revision 1. (2) M7 Aerospace SA227 Series Service Bulletin No. 227-27-041, original issue or revision 1. (3) M7 Aerospace SA226 Series Service Bulletin No. 226-27-060, original issue or revision 1. (4) M7 Aerospace SA26 Series Service Bulletin No. 26-27-30-046, original issue or revision 1.

(h)(1)
(i)
(j)

25719.8

33373.2

43373.2

Recurring Airframe Directives

Aircraft Registration:	N175SW	Aircraft Serial #:	AC621
TAT: 34089.1		Effective Date:	1/0/1900
TAC: 54373		Interval	Last Done
			Due Next

2016-10-01	Initial and repetitive inspections and lubrication of the elevator control rod ends and bearings with replacement as necessary. initial inspection and lubrication due at the next zone related phase or letter check inspection after June 15,2016 the effective date of this AD or within the next 600 hours. Repetitively remove and inspect the elevator control links not to exceed every 12 months. repetitively lubricate the rod end bearings (male and female) on both elevator control link assemblies following the time limits in paragraph 1.D.4 of the applicable SB226-27-080R1 but not to exceed every 6 months	initial inspection initial lubrication repetitive insp due repetitive lub due	5/4/2020 5/4/2020	5/4/2021 11/4/2020
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2016-15-02 08/26/2016	This AD was prompted by reports of multiple cracks in the steel horizontal tube of the cockpit control column. We are requiring repetitive inspections of the cockpit control column horizontal tube with repair or replacement, as necessary, of the cockpit control column.	Last Done	Next Due	
		Initial inspection due with the next 2000 FH TIS after 09/30/2016 or no later at 20000 FH TIS whichever occurs later.		Remaining FH 1341.7
		Initial CW: 35430.8		
		Repeat <35000 FH		
		2000 FH		
		>35000		
		5000 FH		

2016-25-12 01/12/2017	This AD was prompted by corrosion and stress corrosion cracking of the pitch trim actuator upper attach fittings of the horizontal stabilizer front spar. We are issuing this AD to prevent jamming and/or loss of control of the horizontal stabilizer, which could result in partial or complete loss of airplane pitch control.	Last Done	Next Due	
		600 FH 33822.5	38822.5	4733.4
		Repeat 5000 FH		
		5 YR WCF 1/10/2018	OR 1/10/2023	

Recurring Airframe Directives

Aircraft Registration: N175SW
TAT: 34089.1
TAC: 54373

Aircraft Serial #: AC621
Effective Date: 1/0/1900
Interval **Last Done**
Next Due
Due Next

2017-07-01
 05/05/2017

M7 Aerospace LLC Models SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT airplanes. This AD was prompted by detachment of the power lever linkage to the TPE331 engine propeller pitch control. This AD requires repetitively inspecting the propeller pitch control for proper torque, with corrections as necessary until required replacement or rework of the PPC assembly to have a threaded hole in the splined end of the shouldered shaft and installation of a secondary retention device is done.
 SB 227-76-007 3/17/2015
 SB CC7-76-004 03/17/2015

	Last Done	Next Due
100 FH		
Terminating Action:	PN 70000298 installed 9/9/2017 @ TAT 20508.8	
	Last Done	Next Due
100 FH		
Terminating Action:	PN 70000298 installed Verified by Berry Aviation @ TAT 33832.8 4/4/2018	

Equipment Airworthiness Directives

<p>Aircraft Registration: TAT: 34089 TAC: 54373</p>	<p>N175SW</p>	<p>Aircraft Serial #: AC621 Effective Date: 1/0/1900</p>		
		<table border="0"> <tr> <td style="padding-right: 10px;">Last Done</td> <td>Due Next</td> </tr> </table>	Last Done	Due Next
Last Done	Due Next			
74-24-13	<p>To prevent being deprived of altimeter readings during certain aircraft operating conditions, either replace the altimeter or modify the existing altimeter in accordance with United Instruments SB No. 1.</p>	<table border="0"> <tr> <td style="background-color: #e0f2f1; padding: 2px 10px;">NA</td> <td></td> </tr> </table>	NA	
NA				
75-12-10	<p>To prevent failure in multiple servos, modify the 161H-1 programmer (P/N 622-1036-001) in accordance with Collins Service Bulletin No. 6.</p>	<table border="0"> <tr> <td style="background-color: #e0f2f1; padding: 2px 10px;">NA</td> <td></td> </tr> </table>	NA	
NA				
77-18-05 09/12/1977	<p>Applies to all Model SA226T, -AT, and -TC airplanes incorporating a variable authority nose wheel steering system which utilizes a Talley P/N 1399T100-5 or -7 actuator. Compliance required within the next 25 hours' time in service after the effective date of this AD, unless already accomplished. To assure the variable authority nose gear steering system will not jeopardize the safe operation of a Model SA226T, -AT, or -TC airplane, it should be disabled in accordance with Swearingen Aviation Corporation Service Bulletin SB 32-012, dated June 20, 1977, or later FAA approved revision,</p>	<table border="0"> <tr> <td style="background-color: #e0f2f1; padding: 2px 10px;">NA</td> <td></td> </tr> </table>	NA	
NA				
78-20-12 10/5/1978	<p>Applies to all Firestone size 18x5.5 Mach I, 10 Ply rating part number 00490, serial numbers having the first four numbers 0677, to be replaced by Firestone tire part number 00518 or other approved tire installed on, but not limited to, Lear Jet Models 23, 24, 25; Beech Models 99 series, B100, 200; Swearingen SA 226-TC and Cessna Models 336/337 or T-337 series aircraft.</p>	<table border="0"> <tr> <td style="background-color: #e0f2f1; padding: 2px 10px;">NA</td> <td></td> </tr> </table>	NA	
NA				
81-04-06	<p>To prevent the possibility of destruction of the recording tape in an aircraft accident involving fire, inspect the CVR in accordance with Fairchild Products Alert Service Bulletin No. CVR A140</p>	<table border="0"> <tr> <td style="background-color: #e0f2f1; padding: 2px 10px;">NA</td> <td></td> </tr> </table>	NA	
NA				
83-26-03	<p>To avoid tread loss and possible subsequent tire failure, Remove the applicable part number and serial number BF Goodrich tires from the aircraft and either destroy them or return them to BF Goodrich for destruction.</p>	<table border="0"> <tr> <td style="background-color: #e0f2f1; padding: 2px 10px;">NA</td> <td></td> </tr> </table>	NA	
NA				
85-26-03	<p>To prevent the blockage of oxygen flow due to incompletely drilled oxygen connectors, Inspect the oxygen mask connectors in accordance with Scott Aviation Service Bulletin 289-35-10.</p>	<table border="0"> <tr> <td style="background-color: #e0f2f1; padding: 2px 10px;">NA</td> <td></td> </tr> </table>	NA	
NA				

Equipment Airworthiness Directives

<p>Aircraft Registration: TAT: 34089 TAC: 54373</p>	<p>N175SW</p>	<p>Aircraft Serial #: AC621 Effective Date: 1/0/1900</p>
86-05-02	To prevent possible erroneous altitude information from being displayed to the pilot, inspect altimeter in accordance with procedures in AD text.	NA
87-06-09	To prevent possible loss of essential equipment, electrical fire, or electrical shock hazard on aircraft, inspect circuit breakers and replace affected units as necessary.	NA
87-17-06	To eliminate restraint system connectors with the incorrect dimensions, which could allow inadvertent opening of occupant restraint system assemblies, Inspect in accordance with Am-Safe, Inc., SB No. AS001 and replace as necessary.	NA
89-09-02	To prevent the possibility of the applicable safety belts from becoming difficult to release or becoming completely jammed, Inspect safety-belts per text of AD and replace as necessary.	NA
95-26-15R1	To ensure that the flightcrew is advised of the potential hazard associated with failure of the audio output of the CAS-81 TCAS, and of the procedures necessary to address it, accomplish the following:a)Prior to the first flight of the day; prior to the accumulation of 10 hrs. of uninterrupted power; and at the mid-point of any one flight scheduled to exceed 10 hrs.:Cycle the power to the TCAS processor via the circuit breaker or power bus.b)Prior to taxi before takeoff: Initiate the TCAS functional test in accordance with AFM procedures to verify operational condition of the CAS-81 TCAS.	NA
97-01-12	To prevent failure of the GPWS equipment to provide certain aural warnings, which could inhibit the ability of the flight crew to prevent the airplane from impacting the ground, remove and replace Centaurus Model C3-100 GPWS equipment with a similar type of equipment that meets minimum performance standards	NA

Equipment Airworthiness Directives

Aircraft Registration:

N175SW

Aircraft Serial #:

AC621

TAT: 34089

Effective Date:

1/0/1900

TAC: 54373

98-08-20

Bendix/King Model KSA 470 Autopilot Servo Actuators; part numbers 065-0076-10 through 065-0076-15; serial numbers 0001 through 3081; that are installed

NA

Aircraft	FD/AP Sys	KSA 470 Part No.	Location
Fairchild C26A/C26B	KFC400	065-0076-11	Yaw Axis
Fairchild SA227-AC/AT/BC/CC/DC	KFC400	065-0076-15	Roll Axis

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.(a) Replace the autopilot servo actuator with an actuator that incorporates Mod 3 in accordance with the applicable maintenance manual. This modification changes the size of the servo actuator roll pin holes to assure that the pins do not become loose and fall out.

2005-01-19

(c) This AD affects GARMIN International Inc. GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S transponders that include software versions 3.00, 3.01, 3.02, 3.04, or 3.05

NA

Actions	Compliance	Procedures
Install GTX 33/33D/330/330D Software Upgrade for transponders with software version 3.00, 3.01, 3.02, 3.04, 3.05 to at least version 3.06. If version 3.03 is already installed, no further action is required.	software upgrade within 180 days after February 23, 2005 (the effective date of this AD), unless already done	Follow GARMIN Mandatory Software Service Bulletin No.: 0304, Rev B, dated June 12, 2003. (Software Upgrade 3.03) or GARMIN Mandatory Software Service Bulletin No.: 0409, dated July 19, 2004 (Software Upgrade 3.06)

Equipment Airworthiness Directives

Aircraft Registration:

N175SW

Aircraft Serial #:

AC621

TAT: 34089

Effective Date:

1/0/1900

TAC: 54373

2005-18-20

(c) This AD applies to Goodrich De-icing and Specialty Systems "FASTprop" propeller de-icers,

NA

P/N		
P4E1188 series	P4E2575-7	P6199SW
P4E1601 series	P4E2575-10	P6592SW
P4E2200 series	P4E2598-10	P6662SW
P4E2271-10	P5855BSW	P6975-11

(f) Properly certificated maintenance personnel must perform the initial inspection required in this AD. Thereafter, the pilot or properly certificated maintenance personnel may perform the repetitive visual check.

Initial Inspection

(g) Within 10 hours after the effective date of this AD, inspect the "FASTprop" propeller deicers. If any "FASTprop" propeller de-icer fails the inspection, then the "FASTprop" deicer must be repaired or replaced as necessary before the next flight. Use paragraphs 2.A(3) through (5) of the Accomplishment Instructions of Goodrich De-icing and Specialty Systems Alert Service Bulletin (ASB) No. 30-60-00-1, dated November 15, 2004 to do these actions.

Repetitive

(h) After the initial inspection, visually check the "FASTprop" propeller de-icer once per day either during the pilot's first preflight inspection of the day or when maintenance personnel are available. If any "FASTprop" propeller de-icer fails the visual check, then the "FASTprop" de-icer must be inspected, repaired, or replaced as necessary before the next flight.

Terminating Action

Terminating action is accomplished when the "FASTprop" propeller de-icer is removed and replaced with an approved propeller de-icer. Use paragraph 2.A(2) of the Accomplishment Instructions of Goodrich De-icing and Specialty Systems Alert Service Bulletin (ASB) No. 30-60-00-1, dated November 15, 2004 to

Equipment Airworthiness Directives

Aircraft Registration:

N175SW

Aircraft Serial #:

AC621

TAT: 34089

Effective Date:

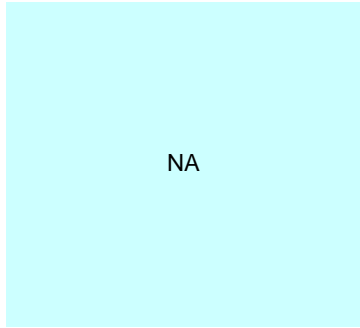
1/0/1900

TAC: 54373

2017-04-06

4/7/2017

United Instruments INC 5934 series Altimeters manufactured between Jan 2015 and Feb 2016. Specific serial #s found in United Instruments Inc SB No. 13 dated March 25, 2016 Starting at SN 507335 and ending at SN 510092. Requires replacement of the effected SN with in the next 12 months. Corrected Altimeters will be marked with a 1/4" yellow dot 1" to the left side of the nameplate and letter M of the word Altimeter.



2017-18-12

supersedes
2016-11-20

10/16/17

This AD applies to B/E Aerospace Protective Breathing Equipment (PBE), part numbers (P/N) 119003-11 and 119003-21, that are installed on airplanes. As of October 16, 2017 (the effective date of this AD), do not install a PBE, P/N 119003-21, that has a S/N within the range of 004-14768M through 004-21093M or 004-02393M through 004-03033M.

3 mo (g)
Bad seal (h1)
Good seal (h2)
6 mo (i)
New replacement (j)

NA

2017-19-05

10/31/2017

(1) This AD applies to Siemens S.A.S. smoke detectors, part numbers (P/Ns) PMC1102-02, PMC3100-00, and GMC1102-02, with serial numbers (S/Ns) listed in paragraph 1/D/of Siemens Service Information Letter (SIL) No. PMC-26-002, Revision No. 1, dated January 2016; or paragraph 1/D/of Siemens SIL No. PMC-26-003, Revision No. 2, dated February 2016.
(2) This AD also applies to those smoke detectors with P/Ns and S/Ns listed in Figure 1 to paragraph (c) of this AD; installed on, but not limited to, any airplane, certificated in any category, listed in paragraphs (c)(2)(i) or (ii) of this AD.

NA

Engine Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373
Engine Model: TPE331-11U-611G

Aircraft Serial #: AC621
Effective Date: 1/0/1900

			Last Done	Due Next
84-10-06 R1	To prevent possible engine failure Inspect low-time engine fuel control/pump assembly as specified in Section 2.A.(2), "Accomplishment Instructions," of GTEC SB TPE331-73-0121.	LH	NA due to P/N Installed	
		RH	NA due to P/N Installed	
89-07-07 R1	To prevent turbine failure inspect and modify applicable engines in accordance with Garrett (SB) TPE331-72-0533.	LH	PCW as verified by CD Aviation 4/13/2018 TSN 24722.8	
		RH	PCW 11/1/1988 as verified by 12/16/2005	
93-02-01	To prevent fuel spraying on hot turbine components, which can result in an engine fire remove from service in accordance with (SB) No. TPE331-A73-0198, Stratoflex fuel manifold assemblies, Part Number 3102469-2	LH	PCW as verified by CD Aviation 4/13/2018 TSN 24722.8	
		RH	Verified as PCW 9/9/2005 IAW A73-0198R1	
93-15-11	To prevent a sudden loss of propeller control, Inspect PPC gaskets in accordance with (ASB): No. TPE331-A72-0857 or ASB No. TPE331-A72-0858.	LH	PCW as verified by CD Aviation 4/13/2018 TSN 24722.8	
		RH	Verified as PCW 9/9/2005 IAW sb72-0857	
94-26-07	To prevent failure of the fuel control governor drive from excessive wear of the internal fuel control drive splines, amend the applicable AFM and inspect affected FCU's per Alert SB No. TPE331-A73-0226 and or replace per SB No. TPE331-73-0228.	LH	NA due to P/N Installed	
		RH	NA due to P/N Installed	
95-16-08	To prevent uncontained failure of turbine rotors, fire, or loss of aircraft control review engine "records" to identify any engine repair performed by Fliteline Maintenance, Mr. Eugene E. Shanks or Mr. Carl Ramirez, Verify all work accomplished by these	LH	NA no flight line maintenance per CD Aviation 4/13/2018 TSN 24722.8	
		RH	Verified as PCW 9/9/2005	
97-15-10	To prevent a non-responsive power lever and lack of control of engine power, insert supplement into Aircraft Flight Manual within 30 days and modify engine Inlet Sensor in accordance with SB TPE331-73-0235 within 120 days. Modification of inlet sensor ter	LH	PCW as verified by CD Aviation 4/13/2018 TSN 24722.8	
		RH	Verified as PCW 9/9/2005 IAW sb773-0235	

Engine Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373
Engine Model: TPE331-11U-611G

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Last Done Due Next

98-12-09 To prevent fuel leakage of the fuel manifold, resulting in fuel spraying on hot turbine components; replace fuel manifolds P/Ns 3102469-1 or -2 if previously repaired by Hoses Unlimited prior to Nov. 1995 at first access to fuel manifold assy., at the nex

LH	PCW as verified by CD Aviation 4/13/2018 TSN 24722.8	
RH	Verified as PCW 2/20/2001	

2002-12-09 To prevent bull gear rim separations and high-speed pinion (HSP) assy. failures from abnormal gear wear:
 (a) All models except for TPE331-12JR series, submit SOAP samples within 80-120 hours of eff. date. Repeat each 80-120 hrs. If unacceptable soap, follow Honeywell instructions per SB TPE331-A79-0034 R3 or R4.

SOAP	LH	34033.5	34133.5
	RH	34033.5	34133.5
Reinspect/Replace	LH		NA
	RH		NA

Engine Model	Initial at next HIS, GBI, OH or GearBox diaphragm module is accessed IAW SB	Re-Inspect /Replace	Since last Bull Gear and HSP Replacement
TPE331-12UA TPE331-12UAR TPE331-12UHR	ASB TPE331-A72-2087 SB TPE331-72-2090 RWK SB TPE331-72-2091 RWK	3600 TIS	3108295-1 3101741-2
TPE331-12B	SB TPE331-72-2092 SB TPE331-72-2094 RWK SB TPE331-72-2095 RWK	3100 TIS	3108296-1 3101741-4
TR331-11U W/ or W/O Bull Gear P/N 3107161-1	ASB TPE331-A72-2088 SB TPE331-72-2090 RWK SB TPE331-72-2091 RWK	9000 TIS	3108295-1 3101741-2
TPE331-12JR	SB TPE331-A72-2093 SB TPE331-72-2090 RWK SB TPE331-72-2091 RWK	5100 TIS	3108295-1 3101741-2

Engine Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373
Engine Model: TPE331-11U-611G

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Last Done Due Next

2002-25-02

Remove from service weld repaired first stage compressor impellers, P/N's 896223-1, -2, -3, and -7 and 3107109-2, with SN's listed in Table 1 and Table 2 of ASB TPE331-A72-2083 Rev. 1. Applicable to weld repairs on impeller involving heat treating, performed from 1980 thru 1997 at Honeywell Aerospace Services, Phoenix, AZ, FAA Certificate Number ZN3R030M.

Time on Impeller	Replacement Schedule
Impellers with no record of cycles since weld repair	Remove within 3600 cycles in service from Eff. Date, or next OH, or CAM
Impellers with more than 8900 cycles since weld repair	Remove within 3600 cycles in service from eff. date, or next engine OH or CAM
Impellers with 8900 or less cycles since weld repair	Remove before reaching 12500 cycles since weld repair

LH NA due to P/N Installed

RH Verified as PCW
9/9/2005 IAW A72-2083

2004-09-29

Inspect First stage turbine disk for cracks. Part no 3101520-1 and 3107079-1 per ASB TPE331-A72-2102. SN 9-03501-27549 THRU 9-03501-27621; Terminating action is to replace Turbine disk

LH

RH NA due to P/N Installed
Verified as PCW 9/9/2005
13439.1 IAW sb72-2102

Engine Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373
Engine Model: TPE331-11U-611G

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Last Done Due Next

2006-14-03
 8/ 9/2006

1) Within 100 major cycles-in-service after the effective date of this AD, or upon removal of the turbine rotor(s) from the engine, whichever occurs first, do the following:

(i) Determine the total equivalent cycles accrued for turbine rotors. Use paragraph 2.A. of the Accomplishment Instructions of the applicable Honeywell Alert Service Bulletin (ASB) for your model engines listed in the following Table A, to make the determination.

- | |
|---|
| (A) TPE331-1 through -6 series and TSE331-3U model use TPE331-A72-2111 and TPE/TSE331-72-0019 |
| (B) TPE331-8 through -9 series use TPE331-A72 -2123 and TPE331-72-0117 |
| (C) TPE331-10 through -11 series use TPE331-A72-2130 and TPE331-72-0180 |
| (D) TPE331-12 series use TPE331-A72-2131 and TPE331-72-0476 |

2) Remove from service turbine rotors affected by paragraph (f) of this AD using the applicable Turbine Rotor Removal Schedule in Table A of this AD, or, within nine months after the effective date of this AD, whichever occurs later.

Used Turbine Rotors Installed On or After the Effective Date of this AD

(g) For used turbine rotors installed on or after the effective date of this AD, and currently or previously used in special-use operations:

- (1) Before further flight, determine and record total equivalent cycles using paragraphs (f)(1)(i) through (f)(1)(iii) of this AD.
- (2) Remove from service, turbine rotors affected by paragraph (g) of this AD using the applicable Turbine Rotor Removal Schedule in Table A of this AD.

LH	Na No special use
----	-------------------

RH	NA BY PN
----	----------

Engine Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373
Engine Model: TPE331-11U-611G

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Last Done Due Next

2009-17-05

(c) This AD applies to Honeywell International Inc. TPE331-10 and TPE331-11 series turboprop engines with a first stage turbine disk, P/N 3101520-1 or 3107079-1, serial number 2-03501-2299, 2-03501-2300, 2-03501-2301, 2-03501-2302, or 2-03501-2304 installed. These engines are installed on, but not limited to, the following airplanes: British Aerospace Jetstream 3201 series, Cessna Aircraft Company Model 441 Conquest, Construcciones Aeronauticas, S.A. (CASA) C-212 series, Dornier Luftfahrt Dornier 228 series, Hawker Beechcraft (formerly Raytheon, formerly Beech) B100, C90 and E90, M7 Aerospace (formerly Fairchild) SA226 and SA227 series (Swearingen Merlin and Metro series), Mitsubishi MU-2B series (MU-2 series), PZL M18 series, and Twin Commander 680 and 690 series (Jetprop Commander).(f) Within 25 flight hours or 25 cycles-in-service after the effective date of this AD, whichever occurs first, remove from service first stage turbine disks, P/N 3101520-1 and P/N 3107079-1, serial numbers 2-03501-2299, 2-03501-2300, 2-03501-2301, 2-03501-2302,

LH
NA due to P/N Installed

RH
NA due to P/N Installed

Engine Airworthiness Directives

Aircraft Registration: N175SW
TAT: 34089
TAC: 54373
Engine Model: TPE331-11U-611G

Aircraft Serial #: AC621
Effective Date: 1/0/1900

Last Done **Due Next**

2011-18-51R1

This AD applies to all TPE331 model turboprop engines with the serial number of part manufacturer approval replacement Dixie Aerospace, LLC main shaft bearings, part number 3108098-1WD, listed by S/N in table 1 of this AD, installed. Bearings having the P/N 3108098-1, but not the WD at the end of the P/N, are not affected by this AD.(e) Comply with this AD within the compliance times specified, unless already done.
 (f) For all airplanes with a Honeywell International Inc. TPE331 model turboprop engine installed, where the engine was overhauled or replaced since February 1, 2010: (1) Within 10 operating hours, inspect the airplane records to determine if any of the S/Ns of Dixie Aerospace, LLC main shaft bearing, P/N 3108098-1WD, listed in Table 1 of this AD, are installed in the engine. (2) Remove all S/Ns of Dixie Aerospace, LLC main shaft bearings listed in Table 1 of this AD, from service, before further flight.

Table 1-Affected S/Ns P/N 3108098				
A10-1727	A10-1762	A10-1764	A10-1770	A10-1771
A10-1775	A10-1776	A10-1780	A10-1786	A10-1789
A10-1796	A10-1798	A10-1799	A10-1800	A10-1801
A10-1803	A10-1804	A10-1805	A10-1809	A10-1810
A10-1811	A10-1814	A10-1818	A10-1822	A10-1825

LH NA due to P/N Installed

RH NA due to P/N Installed

2012-02-06

To prevent uncontained failure of the first stage turbine disk and damage t the airplane.

P/N P-44414C LH

NA due to P/N Installed

P/N P-44524C RH

NA due to P/N Installed

2015-18-03
11/13/2015

This AD was prompted by engine propeller shaft coupling failures, leading to unexpected propeller pitch changes causing increased aerodynamic and asymmetric drag on the airplanes using these engines. We are issuing this AD to prevent loss of airplane control, leading to an accident.

Para 3

- (i)
- A
- B
- C

Compliance due @ next piece part exposure, Turbine HIS, or by TAC WCF.

Para 4

C/W by WASI on 11/13/2017 @ TAC 4915.

2016-18-17

This AD was prompted by the discovery of cracks in a 2nd stage compressor impeller during a routine shop visit. We are issuing this AD to prevent failure of the compressor impeller, uncontained part release, damage to the engine, and damage to the airplane.

Verified as PCW BY CD Aviation
4/13/2018 @ TSN 24722.8

Engine Airworthiness Directives

Aircraft Registration:

N175SW

Aircraft Serial #: AC621
Effective Date: 1/0/1900

TAT: 34089

TAC: 54373

Engine Model: TPE331-11U-611G

Last Done Due Next

2016-21-07
11/28/2016

This AD was prompted by reports of loss of the fuel control drive, leading to engine overspeed and engine failure. We are issuing this AD to prevent failure of the fuel control drive, damage to the engine, and damage to the airplane.

2018-17-15
10/22-2018

This AD applies to Honeywell International Inc. (Honeywell) TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -8, -10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and -11U, -12B, -12JR, -12UA, -12UAR, -12UHR, -25AA, -25AB, -25DA, -25DB, -25FA, -43-A, -43-B, -47-A, -55-B, and -61-A turboprop engine models, including those engine models with a -L stamped after the model number (for example, -43-BL); and TSE331-3U turboshaft engine models with combustion chamber case assemblies, part numbers (P/Ns) 869728-x, 893973-x, 3101668-x, and 3102613-x, where "x" denotes any dash number, installed

TAT or TET @
last fuel nozzle
inspection

33995.9

450

34445.9

Next Due

356.8

TAT or TET @
2/28/2018
450 hrs
in service after
2/28/2018

34088.4

34538.4

Next Due

449.3

2018-22-01
12/10/2018

This AD applies to Honeywell International Inc. (Honeywell) TPE331-8, -10, -10N, -10R, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and -11U turboprop engines with second stage turbine rotor assemblies, part number (P/Ns) 3102106-1, -6, and -8 or P/N 3101514-1, -10 and -12, installed.

NA BY PN

Dowty Propeller Airworthiness Directives

Aircraft Registration:
TAT: 18974.6
TAC: 18575

Aircraft Serial #: TC-392
Effective Date: 3/8/2017

		Repeat	Last Done	Due	Remaining
2005-25-R1	To prevent propeller hub failure due to cracks in the hub, which could result in loss of control of the airplane, do the following:				
Supersedes 2005-25-10 & 2004-13-01 10/11/2011	(a) within 50 hrs TIS after the effective date of this AD, or within 60 days, whichever first, perform an initial ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks IAW Appendix A of the Dowty MSB 61-1125 rev 1, or 61-1126 rev. 1 as applicable. (b) For hubs and propellers in storage, perform an initial ultrasonic inspection of the rear wall of the rear half of the hub for cracks before placing into service. (c) Thereafter, repeat the inspection within 1000 hrs TIS after each ultrasonic inspection. (d) For each inspection, record the inspection data on a copy of Appendix B of the applicable MSB and report the findings per the AD instructions in paragraph (e) within 10 days after the inspection. (e) As Optional terminating action for the repetitive inspections required by this AD, replace prop hub P/N 660709201 with new prop hub P/N 660717226	1000	33996.5	34996.5	16021.9
				LH Prop	
		1000	33724.2	34724.2	15749.6
				RT Prop	

Assy. Type	Initial	Repeat
R334/4-82-F/13	10 FH TIS after effective date	300 FH or 300 FC TSLI which ever comes first
R321/4-82-F/8	50 FH TIS after effective date	1000 FH TSLI
R324/4-82-F/9	50 FH TIS after effective date	1000 FH TSLI
R333/4-82-F/12	50 FH TIS after effective date	1000 FH TSLI

2006-23-10
 11/24/2006

Propeller Blades have recently been identified after delivery from Dowty where blade counterweight capscrew holes have not been drilled correctly

LH
RH

(1) Before next flight identify the propeller blades that have a S/N listed and inspect the affected blades in accordance with instructions contained in (ASB) No. 61-A1133 and ASB 61-A1134.
 (2) When discrepancies are found the counter weight attachment hole must be remachined.
 (3) After the Effective date no person shall install one of the S/N listed in the aircraft unless inspected and reworked as necessary

NA BY SN
 NA BY SN