

Aircraft Data and Inspection Report

Operator:

Date: 5/14/2020

Location: Springfield Missouri

Aircraft Type: Fairchild Metro III Serial #: AC-662B

Aircraft Model: SA227-AC Aircraft Registration: N26959

Date of Manufacture: Dec/1986

Current Total A/C Time: 33391.8 Current Total Airframe Cycle: 51650

Hours since Major Inspection/Overhaul: 0

Maintenance Program: FAR Part 91; Manufacturer's Recommended

Inspection Type and Interval: ABCD Cycle 10 Last Inspection:
Date: 5.14.2020

Operator's Representative:
Title:

Inspection Completed By: Laurie Stilwell

Date of Completion:

Inspection Type: Off-lease

Work Order Reference: 15191

Notes:

LH Engine Data

Aircraft Registration No.: N26959
TAT: 33391.8
TAC: 51650

Serial #: AC-662B
Effective Date: 5/14/2020
 Limits

Left Hand Engine: TPE331-11U-611G **Serial #:** P-44468C

Engine H@I	TSN: 32021.1	TCSN: 43360	Oprtrs	Mfrs
32021.1	TSCAM: 4471.4	TCSCAM: 5011	7000	7000 FH
ENG C@I				
43360				
	TSO	CSO	Remaining	
ENG Time Since CAM Inspection:	4471.4	5011	2528.6	7000 7000 FH
ENG Time Since Hot Section Inspection:	1019.1	2874.0	2480.9	3500 3500 FH
ENG Time Since Gearbox Inspection:	NA	NA	NA	NA NA FH

	PN	SN	CYC/Time at install	CSN/TSN	Remaining	Limit	
1st Stage Turbine Wheel	3108164-2	118244903829	1048	2514	17486	20000	CYC
2nd Stage Turbine Wheel	3102106-10	050134503153	5011	5011	9989	15000	CYC
3rd Stage Turbine Wheel	3102655-2	13-156101-00164	3461	3461	2539	6000	CYC
Seal Plate	3102483-1	0-03501-2594	5281	13007	6993	20000	CYC
Compressor Bearing	3103708-1	MS050633102832	0	4471.4	4528.6	9000	FH
1st Stg Compressor Impeller	3108182-2	5-03501-1426	11241	11241	18759	30000	CYC
2st Stg Compressor Impeller	3107167-3	4-03501-6926	0	0	10500	10500	CYC

Notes:

RH Engine Data

Aircraft Registration No.: N26959
TAT: 33391.8
TAC: 51650

Serial #: AC-662B
Effective Date: 5/14/2020
 Limits

Right Hand Engine: TPE331-11U-611G **Serial #:** P-44393

Engine H@I	TSN: 27927.8	TCSN: 40422	Oprtrs	Mfrs
27777.2	TSCAM: 3345.9	TCSCAM: 6854	NA	7000 FH
ENG C@I				
40074				
ENGTime Since CAM Inspection:		TSO	Remaining	
ENG Time Since Hot Section Inspection:		3345.9	3654.1	7000 FH
ENG Time Since Gearbox Inspection:		150.0	3350.0	3500 FH
		150.0	4850.0	5000 FH

	PN	SN	Time at install	CSN/TSN	Remaining	Limit	
1st Stage Turbine Wheel	3101520-4	1818244926624	0	348	9652	10000	CYC
2nd Stage Turbine Wheel	3102106-10	17-156101-10227	0	348	14652	15000	CYC
3rd Stage Turbine Wheel	3102655-2	970134506982	3192	3540	2460	6000	CYC
Seal Plate	3102483-1	2-03501-621	6776	13572	6428	20000	CYC
Compressor Bearing	3103708-1	50633114150	3195.3	3345.3	5654.7	9000	FH
1st Stg Compressor Impeller	3108182-2	5-03501-3367	12383	12731	12269	25000	CYC
2st Stg Compressor Impeller	3107167-3	3-03501-10136	0	348	10152	10500	CYC

Notes:

LH Propeller Data

Aircraft Registration No.: N26959
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Limits

Propeller

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

Remaining **Limit**

Left Serial #: DRG/7681/84

A/C Time at install: 32455.1
Prop time at install: 20750

A/C Cycles at install: 49333
TSO at time of install: 1306.5

TSN: 21686.7
OH Date: 10/12/2011

TSO: 2243.2
OH DUE

REM 2756.8 5000 FH
10/12/2017 6 YR

RH Propeller Data

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Limits

Propeller

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

Remaining Limit

Right Serial #: DRG/1967/85

A/C Time at install: 32638.8
Prop time at install: 29377.9

A/C Cycles at install: 49774
TSO at time of install: 0

TSN: 30130.9
OH Date: 3/4/2016

TSO: 753.0
OH DUE

REM
3/4/2022

4247.0 5000 FH
6 YR

Airframe Airworthiness Limitations

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Items	S/N	Position	Life	Last Done	Next Due	Remaining
Chapter 5 Times Limits/Maintenance Checks						
Weight & Balance		NA	3 Yrs	03/2016	03/2019	DUE
Chapter 11 Placards and Markings						
Emergency Phosphorescent Signs, Inspect Minimum Brightness		NA	12 MO	05/2020	04/2021	
Chapter 21 Air Conditioning						
Cooling Turbine Service P/N 204755-4-6		NA	200 FH	33391.8	33591.8	200.0
Pressurization Controller External Filter (Replace) P/N CU79030		NA	1000 FH*	32846.0	33846	454.2
Pressurization Controller Internal Filter (Replace) 12 Ply Gauze		NA	1000 FH*	32846.0	33846	454.2
Outflow Valve Filter Replace CU79030		NA	1000 FH*	33391.8	34391.8	1000.0
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	5/14/2020	05/2023	
Chapter 23 Communications						
CVR Overhaul P/N Fairchild 93-A100	56436	NA	9000 FH	32339.9	41339.9	7948.1
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	
ELT Recertification FAR 91.207(d)		NA	1 YR	Jan-18	1/30/2019	DUE
ELT Battery PN 452-6499		NA	6 YR	3/1/2020	03/2026	

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ELT Battery PN 452-0130 and -0130-02		NA	2 YR	NA		
Chapter 24 Electrical Power						
Bus Wire Inspection		NA	500 FH*	NA		
LH/RH Essential & J-Box Bus Wire Terminations Inspection		NA	500 FH*	33138.1	33638.1	246.3
LH/RH Bus Terminal Switch Inspection/Replace		NA	16000 FH	31522.6	47522.6	14130.8
Generator Brushes Inspection	94183	Left	500 FH	33189.5	33689.5	297.7
Generator Brushes Inspection	5296	Right	500 FH	33241.2	33741.2	349.4
Starter Generator Alternator Assy. PN 23070-001		Left	1000 FH		NA	NA
		Right	1000 FH		NA	NA
Starter/Generator Overhaul	94183	Left	1000 FH	32700.4	33700.4	308.6
Starter/Generator Overhaul	5296	Right	1000 FH	32846	33846.0	454.2
NiCad Battery Deep Cycle/Cap Check		Left	600 FH	NA		
NiCad Battery Deep Cycle/Cap Check		Right	600 FH	NA		
Lead-Acid Battery Replace	40936743	Left	12 MO* 600 HR*	05/2018 33241.2	33841.2 449.4	DUE
Lead-Acid Battery Replace	40965097	Right	12 MO* 600 FH*	09/2018 33349.7	33949.7 557.9	DUE
Chapter 25 Equipment						
Life Preserver Inspection Per Manu.		NA	60 MO	10/22/18	10/22/23	
CVR Underwater Beacon DK100 Inspect		NA	12 MO	05/2020	05/2021	
CVR Underwater Beacon DK100 Clean and Test		NA	2 YR	05/2020	05/2022	
CVR Underwater Beacon DK100 Replace Battery		NA	6 YR	02/2016	02/2022	
Chapter 26 Fire Protection						
Engine Fire Ext. (Hydrostat)	09913B1	Left	5 YR	09/2017	09/2022	
Engine Fire Ext. (Hydrostat)	18695B1	Right	5 YR	01/2015	01/2020	DUE
Cartridge PN 13083-5	AEN 1-202	Left	10 YR	07/2018	07/2028	
Cartridge PN 30600-22	ESD14B525-001	Right	7 YR	02/2014	02/2021	

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Portable Fire Ext. (Reweigh) (Recharge) (Hydrostat)	74102236	Cockpit	6 MO 6 YR 12 YR	03/2020 08/2016 05/2016	07/2020 08/2022 04/2028	DUE
Portable Fire Ext. (Reweigh) (Recharge) (Hydrostat)	10811379	Cabin	6 MO 6 YR 12 YR	03/2020 03/2016 12/2015	08/2020 03/2022 11/2027	DUE
Portable Fire Ext. (Reweigh) (Recharge) (Hydrostat)		Cabin	6 MO 6 YR 12 YR		05/1900 12/2016 12/1911	

Chapter 27 Flight Controls

Pitch Trim Actuator P/N DL5040M6 Inspect, check freeplay, measure rod slippage	AD 2007-16-03 W0403	Initial Repeat	7500 FH 300 FH	30922.5	NA	
Pitch Trim Actuator (All Models) (Travel Check)	W0403		400 FH	33241.2	33641.2	249.4
Pitch Trim Actuator Overhaul P/N DL5040M6			9900 FH	30922.5	40822.5	7430.7
Rudder Cable Bolt and Brush		NA	5000 FH	30377.6	35377.6	1985.8
Rudder Gust Lock Assembly Life Limit P/N 27-70066-001	1150	NA	5000 FH	32947.6	37947.6	4555.8
Flight Control Cables (Replace) (Tension Check, Initial is 200, then 500) (Tension Check) 87-02-02		NA	10000 FH 400 FH 500 FH 1000 FH*	30377.6 33241.2 500 33241.2	40377.6 33641.2 500 34241.2	6985.8 249.4
Elevator Down Spring, Inspect or C/W SB227-27-002 P/N 27-440-45-005		NA	300 FH	NA	NA	
Elevator Down Spring (Functional Check 2250 FH and wear check 5000 FH) P/N 27-440-45-005		NA	2250 FH 5000 FH	NA 32058.9	37058.9	3667.1
Stall Avoidance System Pusher Servo (Functional Check)		NA	500 FH	32947.6	33447.6	55.8
Stall Avoidance System (Visual Inspection) (Recalibrate)		NA	250 FH 2000 FH	33241.2 32455.1	33491.2 34455.1	99.4 1063.3
Chain, Aileron Control Columns (Replace) P/N 27-71026-001		NA	10000 FH 13 Y	32102.2 6/16/2014	42102.2 6/13/2027	8710.4
Sprocket, Aileron Control Columns (Replace) P/N 27-		NA	10000 FH 13 Y	32102.2 6/16/2014	42102.2 6/13/2027	8710.4

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Bearing, Aileron Control Columns P/N 27-		NA	10000 FH 13 Y	32102.2 6/16/2014	42102.2 6/13/2027	8710.4
Chapter 29 Hydraulic Power						
Hydraulic Power Pack Overhaul P/N 27-81009-015	957	NA	15000 FH	27293.4	42293.4	8901.6
Hydraulic System Filter Replace P/N AN6325-3A			450 FH*	33048	33498	106.2
Gear Selector Valve Overhaul P/N 24600-6	205	NA	7500 FH	33386.2	40886.2	7494.4
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		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)		NLG	2000 FH 12 MO	33391.8 5/14/2020	35391.8 5/14/20201	2000
Filter Element (Canister) Nose Wheel Steering Replace P/N AC-3255F-8Y14			1000 FH	32947.6	33947.6	555.8
Filter Elements Nose Wheel Steering Servo Clean or Replace P/N 350506			900 FH	NA		
MLG Door Actuator Aft Hook Fuse Bolt (Replace) P/N 27-510542-177			60 MO	2/15/2017	2/14/2022	Initial com check, no
MLG Lower Torque Link Shaft PN: 27-51540-003 SB 227-32-046 applicable to AC with 16000lb MGTOW installed		Replace Inspect	1500 FH 100 FH			
Landing Gear Struts Leak Check			450 FH*	33241.2	33691.2	299.4
Chapter 34 Navigation						
Compass Swing Func. Ck.		N/A	2 YR	5/29/2018	5/28/2020	DUE
Altimeters (Test) FAR 91.411		L/H	2 YR	8/11/2018	8/10/2020	DUE
Altimeters (Test) FAR 91.411		R/H	2 YR	8/11/2018	8/10/2020	DUE

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Items	S/N	Position	Life	Last Done	Next Due	Remaining
Pitot/Static FAR 91.411		N/A	2 YR	8/11/2018	8/10/2020	DUE
Transponder (Test) FAR 91.413		L/H	2 YR	8/11/2018	8/10/2020	DUE
Transponder (Test) FAR 91.413		R/H	2 YR	8/11/2018	8/10/2020	DUE
Air Data Computer		N/A	2 YR	NA	NA	
Chapter 35 Oxygen						
Oxygen Bottle (Hydrostatic) 22 Cubic Feet	M282823		5 YR	05/2020	05/2025	
Oxygen Bottle (Life) P/N 126177-115	M282823		24 YR	10/2012	09/2036	
Chapter 52 Doors						
Passenger Door Latch SA227-AC			10000 FH		NA	
Cargo Door Latches SA227-AC		Lwr Fwd	10000 FH		NA	
		Lwr Aft	10000 FH		NA	
Chapter 56 Windows						
Acrylic Windows All (Inspect) 96-20-08		NA	12 MO 1000 FH	06/2018 33262.9	06/2019 34262.9	DUE 871.1
Cockpit side windows Single pane only (Replace)	16544 23773	LH RH	5000 FH 5000 FH	32784.5 33391.8	37784.5 38391.8	4392.7 5000
Glass Heated Windshields http://r		LH RH	100 100	33391.8 33391.8	33491.8 33491.8	100 100
				2011-02-04		
Chapter 61 Propellers						
Propeller	DRG/7681/84	LH	5000 FH 6 YR	31148.6 10/2011	36148.6 10/2017	2756.8
Propeller	DRG/1967/85	RH	5000 FH 6 YR	32638.8 03/2016	37638.8 03/2022	4247.0
Prop Pitch Control	P-6093C	LH	5100 FH	32372.7	37472.7	4080.9
Prop Pitch Control	P-6551C	RH	5100 FH	29934.4	35034.4	1642.6
Prop Governor	1997006	LH	5100 FH	28920.4	34020.4	628.6
Prop Governor	2346041	RH	5100 FH	32293.6	37393.6	4001.8
Chapter 72 Engines						
Tach Generator (Lube)	P-44468C	LH	400 FH	NA	NA	
Tach Generator (Lube)	P-44393	RH	400 FH	NA	NA	
S.O.A.P.	P-44468C	LH	100 FH	33391.8	33491.8	100
S.O.A.P.	P-44393	RH	100 FH	33391.8	33491.8	100
Oil Change	P-44468C	LH	400 FH	33391.8	33791.8	400
Oil Change	P-44393	RH	400 FH	33048.0	33448.0	56.2
Fuel Nozzles	P-44468C	LH	400 FH	33082.6	33482.6	90.8
Fuel Nozzles	P-44393	RH	400 FH	33241.2	33641.2	249.4

tso at install

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Engine OH	P-44468C	LH	7000 FH	28920.4	35920.4	2528.6
Engine OH	P-44393	RH	7000 FH	30045.9	37045.9	3654.1
Hot Section Inspection	P-44468C	LH	3500 FH	32372.7	35872.7	2480.9
Hot Section Inspection	P-44393	RH	3500 FH	33241.2	36741.2	3349.4
Gear Box Inspection	P-44468C	LH	Not Required		NA	
Gear Box Inspection	P-44393	RH	Not Required		NA	
Chapter 73 Fuel Control						
Fuel Control	1495989	LH	7000 FH	33082.6	40082.6	6690.8
Fuel Control	1495951	RH	7000 FH	29481.1	36481.1	3089.3
Fuel Pump	P-5596	LH	7000 FH	33082.6	40082.6	6690.8
Fuel Pump	P-4029	RH	7000 FH	31231	38231	4839.2
Fuel Bypass Valve	17202924	LH	7000 FH	31505.4	38505.4	5113.6
Fuel Bypass Valve	18636349	RH	7000 FH	32214.6	39214.6	5822.8
Fuel Shutoff Valve	9089C	LH	7000 FH	28920.4	38505.4	5113.6
Fuel Shutoff Valve	9933C	RH	7000 FH	27034.2	34034.2	642.4
Chapter 78 Exhaust						
Exhaust Duct and Gasket 27-62080-023, -025-041 Replace (TPE331-12 Only)		LH RH	2500 FH		NA NA	
Exhaust Duct (Inconel) Inspect for Cracks		LH RH	3600 FH* 3600 FH*	32683.4 32683.4	36283.4 36283.4	2891.6 2891.6
Chapter 82 CAWI						
CAWI Distribution system wet component inspection			9000 FH 9 YR	33391.8 05/2020	42391.8 5/12/2029	9000

NOTE: * RECOMMENDED TASK

STRUCTURAL INSPECTIONS (ST-UN-M001)

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Fig & Item	Description	Initial Inspection	Reinsp	Last Done	Due Next	
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 onlv	1900 3500	1000 1000	33188.7	NA 34188.7	796.9
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	33188.7	34188.7	796.9
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	32040.5	34040.5	648.7
1-3	Page 3, Fig 1-3; Lower aft corner of outer skin, check for cracks at rivets	9500	1000	33048	34048.0	656.2
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	29748.5	NA 39748.5	6356.7
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	33048	34248.0	856.2
2-1	Page 13, Fig 2-1; Lower corners of door frame where bayonet pins insert, check faceplate and backplates for elongation.	23000	2000	33391.8	35391.8	2000
2-1	Page 13, Fig 2-1; Check for cracks around screws attaching faceplates and receptacles.	6500	2000	33391.8	35391.8	2000
2-1	Page 13, Fig 2-1; Check under faceplates for warping or other damage to door sill.	23000	2000	33391.8	35391.8	2000
2-2	Page 13, Fig 2-2; Check for cracks in door sill around both lower latch faceplates.	6500	1000	33391.8	34391.8	1000
2-2	Page 13, Fig 2-2; Check for damaged or cracked faceplates.	23000	1000	33391.8	34391.8	1000
2-2	Page 13, Fig 2-2; Check for broken screws securing faceplates.	6500	1000	33391.8	34391.8	1000
2-3	Check fore and aft click-clack bushing receptacles for cracks	300	1200	33391.8	34591.8	1200
3-1	Page 17, Fig 3-1; Upper forward door corner near bayonet pin, check for cracks.	13000	1000	33048.0	34048.0	656.2
3-2	Page 17, Fig 3-2; Hinge area on door and fuselage, check for broken hinge	17000	1000	33037.1	34037.1	645.3
3-3	Page 17, Fig 3-3; Upper aft corner of door frame on fuselage, check for cracks.	10000	2000	32747	34747.0	1355.2
3-4	Page 17, Fig 3-4; Outer skin at upper aft door frame, check for cracks in skin.	10000	2000	32747	34747.0	1355.2

STRUCTURAL INSPECTIONS (ST-UN-M001)

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Fig & Item	Description	Initial Inspection	Reinsp	Last Done	Due Next	
3-5	Page 17, Fig 3-5; Upper forward corner of door frame on fuselage, check for cracks.	10000	2000	32747	34747.0	1355.2
3-6	Page 17, Fig 3-6; Inside cabin door, lower aft corner at floor level, check for crack in frame.	20000	3000	31522.6	34522.6	1130.8
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 227-53-004)	8000	2000	33048	35048.0	1656.2
3-8	Latch actuator, top center location only. NOTE:(2) & (3)	3000	SA227-TT, AT only	3000	NA	
		10000	SA227-AC, BC only			
3-9	Check fore and aft latch receptacles on fuselage for cracks. NOTE: (3)	300	SA-227's only	1200	NA	
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	32058.9	35058.9	1667.1
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	32058.9	35058.9	1667.1
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	31872.3	34872.3	1480.5
4-4	Page 21, Fig 4-4; Inside cabin, overhead on left side, check for cracks in frame.	23000	3000	31872.3	34872.3	1480.5
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	30696.9	33696.9	305.1
5-2	Page 25, Fig 5-2; Inside cabin, right side below right center windshield, check for crack in frame	25000	1000	33391.8	34391.8	1000
5-3	Page 25, Fig 5-3; Inside cabin, upper flange radius of forward bulkhead at frame, check for crack in radius.	25000	1000	33037.1	34037.1	645.3
6-1	Page 31, Fig 6-1; Outside aircraft, check all windows and escape hatches for cracks in skin around windows.	23000	3000	31708.7	34708.7	1316.9
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	31872.3	34872.3	1480.5

STRUCTURAL INSPECTIONS (ST-UN-M001)

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Fig & Item	Description	Initial Inspection	Reinsp	Last Done	Due Next	
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	33037.1	34037.1	645.3
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 & BC only)	23000	3000	31872.3	34872.3	1480.5
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	33048	35548.0	2156.2
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	33037.1	NA NA 34037.1	645.3
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	33037.1	NA NA 34037.1	645.3
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	33037.1	NA NA 34037.1	645.3
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.	6500 (1) 17000 (2) 17000 (3)	1000 1000 1000	33037.1	NA NA 34037.1	645.3
(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.						
7-5	Page 39, Fig 7-5; Below cargo floor, check for cracks in frame at STA 491.	17000	1000	33037.1	34037.1	645.3
7-6	Page 39, Fig 7-6; Below cargo floor, check for cracks in frame at STA 438.	17000	1000	33037.1	34037.1	645.3
8	Page 43, Fig 8; Horizontal tail retirement life.	35000	N/A	0	35000	1608.2
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 with spar.	30000	3000	32947.6	35947.6	2555.8
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	32947.6	35947.6	2555.8
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	33391.8	35391.8	2000

STRUCTURAL INSPECTIONS (ST-UN-M001)

Aircraft Registration N26959
TAT: 33391.8
TAC: 51650

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Fig & Item	Description	Initial Inspection	Reinsp	Last Done	Due Next	
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	32947.6	34947.6	1555.8
9-1	Page 49, Fig 9-1; Vertical tail retirement life.	35000	N/A	0	35000	1608.2
9-2	Page 49, Fig 9-2; Elevator down spring assembly. Check for wear and broken cable wires.	5000	5000	32058.9	37058.9	3667.1
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	32058.9	34058.9	667.1
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	
10-2	Page 49, Fig 10-2; Stringers along wing center section, inside belly, check both ends of stringer for cracks.	25000	1000	33391.8	34391.8	1000
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	32455.1	34455.1	1063.3
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	32648.1	34648.1	1256.3
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	32648.1	34648.1	1256.3
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	33048	36048.0	2656.2
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	32040.5	37040.5	3648.7

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Fig & Item	Description	Initial Inspection	Reinsp	Last Done	Due Next
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. Reference SB32-043 & AD00-17-1 P/N OAS5453-1 (Rev H, J, K, or N) or P/N OAS5453-5 MLG Assy Installed.				NA
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)	30377.6	40377.6 6985.8
13-1	Page 67, Fig 13-1; All cabin and cockpit external single pane acrylic transparencies.	2500 96-20-08 12 MO	1000 12 MO	33262.9 6/21/2018	34262.9 6/21/2019 DUE
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	33241.2	33491.2 99.4
14-2	Page 69, Fig 14-2; Pusher Servo / Motor, Pusher Capstan, SAS System.	500 (1)	500 (1)	32947.6	33447.6 55.8
14-3	Page 69, Fig 14-3; SAS Computer, AOA Transmitter, SAS Flap Compensator, SAS System.	2000 (1,2)	2000 (1,2)	32455.1	34455.1 1063.3
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	32846.0	34846.0 1454.2

(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.

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Accomplished
NA BY AC Model

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

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

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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.

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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

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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

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Accomplished

<p>83-15-09 9/8/1983</p>	<p>Required as indicated unless already 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.</p>	<p>NA due to A/C SN</p>
<p>86-10-08 5/28/1986</p>	<p>To prevent the elevator gust lock from 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</p>	<p>NA due to A/C SN</p>
<p>87-13-11 08/10/1987</p>	<p>Applies to Model SA26-T, SA26-AT, SA226-T, 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.</p>	<p>NA BY AC Model</p>
<p>90-03-19 R1</p>	<p>To prevent an inadvertent de-energized battery bus relay, Modify the electrical system in accordance with Fairchild Service Bulletin SA227-24-013</p>	<p>PCW IAW SB 227-24-013 Verified 3/14/1990</p>
<p>90-05-06 R1</p>	<p>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.</p>	<p>LH PCW Para (a) iaw SB 227-32-027 2/6/2015 @ TAT 32353.20</p>
<p>90-14-01 Supersedes 90-12-14 2/11/1991</p>	<p>To prevent rapid cabin decompression due to window breakage, modify cabin window at FS181 IAW SB 227-56-004. (Add double-pane window.)</p>	<p>RH PCW Para (a) iaw SB 227-32-027 4/2/1990 PCW On EO 227-56-10 A 11/24/1998 IAW SB 227-56-004</p>

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90-24-03 1/25/1991	To prevent aerodynamic vibration and possible loss of control, inspect rudder trim tab for wear IAW Service Note 227-SN-074	PCW on FCD 227-27-15 11/28/1990
92-18-07 Supersedes 91-23-04	To prevent loss of control of aircraft, modify power lever flight idle detent arms IAW SB 227-76-002.	PCW iaw SB 227-76-002 7/16/1991
93-08-09 5/14/1993	To prevent loss of directional control of the 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).	PCW IAW SB 227-32-034 3/4/1996
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

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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 IAW SB 227-24-015 @ TAT 19939.5
7/21/1995

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 IAW SB 227-53-005 1/19/1997 @ TAT 23074.7

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

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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 IAW SB 227-76-
004 10/08/1995 @
TAT 20457.6

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 Para (a)
6/26/1996 @ tat
22044.8

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

PCW Para (a) and (b)
5/31/1997 @ TAT
23633.8 iaw
modification and
inspection per SB 227-
27-028

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97-11-13
7/11/1997

To prevent failure of both generators during 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/Ins 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.

Accomplished
PCW IAW SB227-24-008 and 24-0129 Modification 4/11/2002 @ TAT 26016.1



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

Non-Recurring Airframe Airworthiness Directives

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TAC: 51650

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Accomplished

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: (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.	NA BY AC Model
2000-06-04 5/5/2000	To activate the pneumatic wing and tail deicing boots at the first signs of ice accumulations	PCW 8/17/2000 @ TAT 26959
2002-01-16 1/16/2002	For ignition procedures in icing conditions.	NA due to A/C SN
2002-08-02 Supersedes 2001-20-14	To prevent potential brake shuttle valve problems, which could cause the brake assembly to drag and overheat	PCW by installation of wheel well pn 27-81069-011 @ tat 26345.0 8/30/2002

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TAC: 51650

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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.

Accomplished

PCW @ tat 27293.4
12/03/03 Installation
of chafe covering and
no defects noted.
Berry WO 11975

2016-04-04

04/08/2016 This AD was prompted by information that a pilot's sole reliance on the negative torque system for reducing drag in the event power loss may result in the pilot's 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

PCW Para (g)(2)(vi)
@ TAT 32714.7
5/6/2016

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.

NA PBE
Not
Installed

Recurring Airframe Directives

Aircraft Registration: N26959
TAT: 33391.8
TAC: 51650

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020
Interval **Last Done** **Due Next**

69-11-01
05/26/1969

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.

New windshield installed?

NA TO AC MODEL

77-04-08
03/01/1977

Applies to Models SA26-T and SA26-AT.

Compliance required as indicated.

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:

Terminating repair incorporated?

100 NA TO AC MODEL

80-09-08 R2
2/5/1988

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.

NA TO AC MODEL

Recurring Airframe Directives

Aircraft Registration: N26959

TAT: 33391.8

TAC: 51650

Aircraft Serial #:

AC-662B

Effective Date:

5/14/2020

Interval **Last Done**

Due Next

85-04-01 R1
10/28/1995
supersedes
83-19-02

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.

200 FH

NA TO AC MODEL

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 following:

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

33391.8

33591.8

200

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
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

30377.6
33241.2

40377.6
33641.2

249.4

Replacement C/W by Berry Aviation WO 14840 4/5/2010

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

Recurring Airframe Directives

Aircraft Registration: N26959

TAT: 33391.8

TAC: 51650

Aircraft Serial #:

Effective Date:

Interval Last Done

AC-662B

5/14/2020

Due Next

<p>93-07-12 Supersedes 74-24-02 5/28/1993</p>	<p>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</p>	<p>Inspect Mod</p>	<p>500</p>		<p>NA by SN NA by SN</p>
<p>93-09-05 Supersedes 93-09-05 6/18/1993</p>	<p>To prevent a jammed elevator control, inspect elevator downspring attaching hardware each 300 hours and relocate downspring within 2200 hours of 6/18/93.</p>	<p>Inspect Relocate</p>	<p>300 2200</p>		<p>NA NA</p>
<p>93-15-01 Supersedes 92-16-11 6/19/1993</p>	<p>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</p>	<p>Inspect Mod</p>	<p>5000</p>	<p>29422.7</p>	<p>34422.7 1030.9</p>
<p>Repair performed 1/31/1992 iaw SB 227-55-006</p>					
<p>94-07-10 R1 3/25/1996</p>	<p>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</p>	<p>LH RH</p>	<p>Inspect Mod Inspect Mod</p>	<p>150 150</p>	<p>NA NA</p>
<p>LH PCW 3/24/1993 RH 7/10/1993 EO 227-57-17C Verified compliance with SB 227-57-005 Done 2/21/1996</p>					

Recurring Airframe Directives

Aircraft Registration: N26959

Aircraft Serial #: AC-662B

TAT: 33391.8

Effective Date: 5/14/2020

TAC: 51650

Interval **Last Done** **Due Next**

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
	Repeat	1000		NA
RH	Initial	50		NA
	Repeat	1000		NA
Nose	Initial	400		NA
	Repeat	400		NA

NA TO 16K MGTOW Installed on this A/C

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

2002-08-01

6/6/2002

To correct and prevent future malfunctioning 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

Recurring Airframe Directives

Aircraft Registration: N26959
TAT: 33391.8
TAC: 51650

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020
Interval **Last Done** **Due Next**

2005-06-13
 5/2/2005

To detect and correct fatigue cracking of the 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	32455.1	34455.1
	32455.1	
repair complies with FAA AD2005-06-13 Paragraph (e)(2) and terminates reinspection (e)(1), (e)(3) of the AD text. 337 8/10/2015		

Recurring Airframe Directives

Aircraft Registration: N26959
TAT: 33391.8
TAC: 51650

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020
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

SN: W0403

	Interval	Last Insp	Due
Part	27-19008-006 or -007		
Initial Insp	7500		
Repeat	300		NA
Replace	9900	30922.5	40822.5
Time Remaing			7430.7

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: N26959
TAT: 33391.8
TAC: 51650

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020
Interval **Last Done** **Due Next**

2009-11-06
 7/ 2/2009

(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 |

12 MO 5/29/2018
 DUE 5/29/2019



Recurring Airframe Directives

Aircraft Registration: N26959
TAT: 33391.8
TAC: 51650

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020
Interval **Last Done** **Due Next**

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.

	A/C Time at Install	TIS	
LH		NA BY PN	
RH		NA BY PN	
LH	100	33391.8	33491.8
RH	100	33391.8	33491.8

100.0
 100.0

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

Recurring Airframe Directives

Aircraft Registration: N26959

TAT: 33391.8

TAC: 51650

Aircraft Serial #:
Effective Date:

AC-662B
5/14/2020

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

Interval	Last Done	Due Next
1000		
14200	47123	61323
1000		
14200	47123	61323
1000		
14200	47123	61323
1000		
14200	47123	61323

(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: N26959

TAT: 33391.8

TAC: 51650

Aircraft Serial #:

Effective Date:

AC-662B

5/14/2020

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

Interval	Last Done
11000	
1000	33048

Due Next
N/A
34048

656.2

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	DATE
YR	
10000	32102.2
13 YR	6/16/2014
10000	32102.2
13 YR	6/16/2014

TIS
DATE
TIS
DATE
TIS
DATE
TIS
DATE

42102.2 8710.4
6/13/2027
42102.2 8710.4
6/13/2027

Recurring Airframe Directives

Aircraft Registration: N26959
TAT: 33391.8
TAC: 51650

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020
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 10/22/2018
 initial lubrication 10/24/2018
 repetitive insp due 10/22/2019
 repetitive lub due 1/24/2019

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.	
Initial CW: [redacted]	Due
Repeat	@
<35000 FH	TAT
2000 FH [redacted]	34809.9
>35000	REM 1418.1
5000 FH [redacted]	

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 [redacted] 33142.9	[redacted] 38142.9
Repeat 5000 FH	REM 4751.1
5 YR WCF [redacted] 1/5/2018	OR [redacted] 1/5/2023

Aircraft Registration: N26959
TAT: 33391.8
TAC: 51650

Recurring Airframe Directives

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020
Interval **Last Done** **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

100 FH **Last Done** **33343.9**

LH P-4697C
 Terminating Action:

Next Due

NA

REM
 Verified as having been modified IAW SBTPE331-71-2190 4/17/2018 by Berry Aviation MO-SA227-AD2017-07-01 Para (i) & (j)

100 FH **29934.4**

RH P-6551C
 Terminating Action:

REM

NA

Verified as having been modified IAW SBTPE331-71-2190 4/18/2013 by installing prop pitch control

Equipment Airworthiness Directives

Aircraft Registration: N26959
TAT: 33392
TAC: 51650

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020

		Last Done	Due Next
74-24-13	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.	NA	
75-12-10	To prevent failure in multiple servos, modify the 161H-1 programmer (P/N 622-1036-001) in accordance with Collins Service Bulletin No. 6.	NA	
77-18-05 09/12/1977	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,	NA	
78-20-12 10/5/1978	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.	NA	
81-04-06	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	NA	
83-26-03	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.	NA	

Equipment Airworthiness Directives

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TAT: 33392
TAC: 51650

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020

85-26-03	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.	NA
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: N26959
TAT: 33392
TAC: 51650

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020

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: N26959
TAT: 33392
TAC: 51650

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020

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,

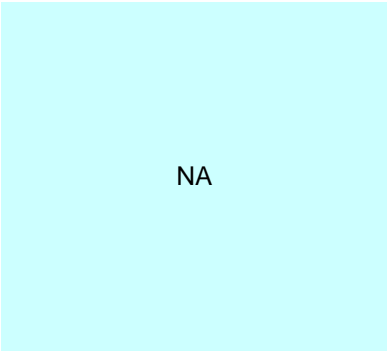
Equipment Airworthiness Directives

Aircraft Registration: N26959
TAT: 33392
TAC: 51650

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020

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.



NA

2017-18-12
 10/16/17
 supersedes
 2016-11-20

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: N26959
TAT: 33392
TAC: 51650
Engine Model: TPE331-11U-611G

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020

		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 PCW 05/04/1995 Verified 2/27/2008 TSN28757.48	RH NA
89-07-07 R1	To prevent turbine failure inspect and modify applicable engines in accordance with Garrett (SB) TPE331-72-0533.	LH Verified 2/27/2008 by CD Aviaiton Serivces TSN 28757.48	RH NA
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 Verified 2/27/2008 by CD Aviaiton Serivces TSN 28757.48	RH NA
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 Verified 2/27/2008 by CD Aviaiton Serivces TSN 28757.48	RH Verified PCW by CD Aviaiton 10/6/2005 TSN 24581.9
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 Verified 2/27/2008 by CD Aviaiton Serivces TSN 28757.48	RH NA
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 Verified 2/27/2008 by CD Aviaiton Serivces TSN 28757.48	RH Verified PCW by CD Aviaiton 10/6/2005 TSN 24581.9

Engine Airworthiness Directives

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			Last Done	Due Next
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	Verified 2/27/2008 by CD Aviaiton Serivces TSN 28757.48	
		RH	PCW 10/18/1999 Allied Signal	
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	Verified 2/27/2008 by CD Aviaiton Serivces TSN 28757.48	
		RH	NA	
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	33391.8	33491.8
		RH	33391.8	33491.8
		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: N26959
TAT: 33392
TAC: 51650
Engine Model: TPE331-11U-611G

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020

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 NA due to P/N Installed

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
 NA due to P/N Installed

Engine Airworthiness Directives

Aircraft Registration: N26959
TAT: 33392
TAC: 51650
Engine Model: TPE331-11U-611G

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020

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 Verified 2/27/2008 by CD Aviaiton Serivces TSN 28757.48. No special use operations

RH Verified 7/12/2008 by CD Aviaiton Serivces TSN 24586.6

Engine Airworthiness Directives

Aircraft Registration: N26959
TAT: 33392
TAC: 51650
Engine Model: TPE331-11U-611G

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020

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, Construccions 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: N26959
TAT: 33392
TAC: 51650
Engine Model: TPE331-11U-611G

Aircraft Serial #: AC-662B
Effective Date: 5/14/2020

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.	LH RH	NA BY PN INSTALLED		
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 450 hrs	31711.9	32161.9	Next Due 140.8
		TAT or TET @ last fuel nozzle 450 hrs	33241.2	33691.2	Next Due 299.4
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.	LH RH	NA BY PN Installed NA BY PN Installed		

Dowty Propeller Airworthiness Directives

Aircraft Registration:

TAT: 18974.6
TAC: 18575

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

2005-25-R1
Supersedes
2005-25-10 &
2004-13-01
10/11/2011

To prevent propeller hub failure due to cracks in the hub, which could result in loss of control of the airplane, do the following:

(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

Repeat	Last Done	Due	Remaining
		LH Prop	
1000	32455.1	33455.1	14480.5
		RT Prop	
1000	32638.8	33638.8	14664.2

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

(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

LH
RH

NA BY SN
NA BY SN