

Airworthiness Directive 63-25-01
Federal Register Information
Header Information
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 39
AD 63-25-01

Airworthiness Directives; BEECH Model 35, Model 35R, A35, or B35 Aircraft

Preamble Information

AGENCY: Federal Aviation Administration, DOT
Regulatory Information
63-25-01 BEECH: Amdt. 652 Part 507 Federal Register
December 5, 1963. Applies to Model 35 Aircraft Serial
Numbers D-1 through D-1500, Model 35R Aircraft
Serial Numbers D-XXR1 and up (35R Aircraft are
Remanufactured Model 35 Aircraft and Retain the
Original Serial Number in Addition to the Appropriate
35R Serial Number), and Model Super V Conversions
of the Standard Beech Models 35, A35, or B35 Serial
Numbers SV-XXX-D-1 through SV-XXX-D-1500.

Compliance required within 25 hours' time in service
after the effective date of this amendment unless
already accomplished within the last 75 hours' time in
service and thereafter within 100 hours' time in service
from the last inspection.

Inspections required by AD 62-02-01 have not been
adequate to detect all fatigue cracks in the steel center
section front trusses prior to failure. To preclude these
failures, modify the fuselage and inspect the front and
rear steel trusses in accordance with (a) and (b).

In order to gain access to the front and rear trusses,
remove the front seat bottom, rear seat, front and rear
spar forward partitions, and all floorboards adjacent to
the front and rear spars. Also, disconnect the air duct
on the right side of the forward spar and remove any
other adjacent installations as found necessary for
access.

(a) Front truss and fuselage.

Modify the fuselage in accordance with (a)(1) prior to
inspecting. Inspect in accordance with (a)(2) within the
next 25 hours' time in service unless the aircraft has
been so inspected within the last 75 hours' time in
service and thereafter within 100 hours' time in service
and thereafter within 100 hours' time in service from
the last inspection.

(1) Cut two 3 1/2 inch diameter inspection openings in
the fuselage skin just under the forward centersection
steel truss at right and left butt stations 16.50 inches, in
accordance with Beech Service Bulletin 35-24, as
revised November 5, 1963, or FAA approved equivalent.

(NOTE: In addition to these two openings, any or all of
the three inside inspection openings defined in Service
Bulletin 35-24 may be incorporated at the owner's
option.)

(2) Inspect the front truss for cracks, using the magnetic
particle inspection procedures outlined in Beech Service
Bulletin 35-24 as revised November 5, 1963, or FAA
approved equivalent.

(3) Cracked trusses shall be replaced or repaired in
accordance with Beech Service Bulletin 35-24, as
revised November 5, 1963, before further flight. After
accomplishment of these repairs the inspection specified
in paragraph (2) shall be continued.

(b) Rear truss.

Inspect in accordance with either (1) or (2).

(1) Visual inspection. Within 500 hours' time in service
since the last visual inspection, performed in accordance
with Beech Service Bulletin 35-24 as revised December
1961, and continually thereafter within 500 hours' time
in service from the last inspection, conduct a thorough
visual inspection for cracks with adequate lighting, a 3-
power magnifying glass, and mirror.

(2) Magnetic particle inspection. Within 1,000 hours'
time in service since the last magnetic particle
inspection performed in accordance with Beech Service
Bulletin 35-24 as revised December 1961, and
continually thereafter within 1,000 hours' time in
service from the last inspection, inspect for cracks using
the magnetic particle inspection procedures outlined in
Beech Service Bulletin 35-24 as revised November 5,
1963, or FAA approved equivalent.

(3) Cracked trusses shall be replaced or repaired in
accordance with Beech Service Bulletin 35-24 as revised
November 5, 1963, before further flight. If the truss is
repaired, the next inspection shall be within 100 hours'
time in service after the repairs were accomplished.
(Any cracks that may develop because of the localized
heating during repair should be detectable by this time.)
Following this inspection, subsequent inspections shall
be at 500 or 1,000 hours' time in service, in accordance
with (1) or (2), depending on whether a visual or a
magnetic particle inspection was performed.

(c) If the front truss is replaced with a new heavier steel
truss (Beech P/N 35- 410030-17), the requirements
specified in (a) shall become applicable 2,000 hours'
time in service after installation of this truss.

NOTE: Model 35 airplanes whose steel carry-through
trusses have been modified in accordance with an STC
that prescribes inspection intervals that differ from
those prescribed in this AD, shall be inspected in
accordance with the inspection intervals of the STC.

(d) If the front truss is replaced with a new aluminum
truss installed in accordance with Beech Kit No. 35-694,
the requirements specified in (a) are not applicable.

(e) An appropriate entry in the airplane log shall be
made showing whether the front, rear or both truss(es)
were inspected and the type of inspection on the rear
truss.

This supersedes AD 62-02-01.

This directive effective December 10, 1963.

Revised April 24, 1964.

Revised February 16, 1965.

Revised January 19, 1967.