



**SAIB:** CE-13-42

**Date:** August 1, 2013

**SUBJ:** Wings, Ailerons

*This is information only. Recommendations aren't mandatory.*

## **Introduction**

This Special Airworthiness Information Bulletin (SAIB) informs registered owners/operators of **M7 Aerospace LLC Models SA226-T/-T(B)/-AT/-TC, SA227-TT/-AT/-AC/-BC, and SA227-CC/-DC** airplanes (under Type Certificate Data Sheets **A5SW, A8SW and A18SW**) of an airworthiness concern. Specifically, this SAIB provides new procedures to inspect affected airplanes for cracks in the left hand (LH) and right hand (RH) aileron spar and skins.

At this time, this airworthiness concern has not been determined to be an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

## **Background**

The Federal Aviation Administration (FAA) received limited reports of cracks in the RH aileron spar web, rib and skin adjacent to the outboard aileron hinge fitting located at wing station 248.5. In response, M7 Aerospace LLC issued SA226/SA227 Series Service Letters (SL) 226-SL-045 for all SA226 series airplanes, SL 227-SL-060 for all SA227 series airplanes, and SL CC7-SL-053 for all Commuter Category SA227-CC/DC series airplanes. The SLs provide owners and operators with instructions for inspecting the LH and RH aileron spar web and upper and lower skins adjacent to the outboard hinge fitting for cracks. The SL also requests you report any cracks found during inspection to M7 Aerospace Engineering.

## **Recommendations**

The FAA recommends inspecting affected M7 Aerospace LLC SA226 and SA227 airplane (specific models referenced above) LH and RH ailerons using the procedures provided in the respective M7 Aerospace LLC SLs 226-SL-045, 227-SL-060, and CC7-SL-053, as applicable; and replacing any aileron found cracked or incorporating an FAA-approved repair before continued flight.

## **For Further Information Contact**

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## **For Related Service Information Contact**

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