

**TO: HOLDERS OF SA226 SERIES SERVICE INFORMATION MANUALS**

Attached is SA226 Series Service Letter 226-SL-045, **Inspect Aileron SparOutboard Fittings for Cracking**, Issued: June 10, 2013.

There have been limited reports of the RH aileron spar web cracking adjacent to the outboard hinge fitting. M7 Aerospace is requesting operators to do a one-time inspection of the LH and RH aileron spar webs for any cracks in the area of the outboard fitting. Operators are requested to contact M7 Aerospace LLC if any discrepancies are noted.

Please insert the attached revised Service Letter Index pages.







# SERVICE LETTER

## FLIGHT CONTROLS

**SUBJECT: INSPECT AILERON SPAR WEB AT OUTBOARD HINGE FOR CRACKING.**

1. EFFECTIVITY:

All SA226-T, -T(B), -AT, -TC Airplanes.

2. REASON:

There have been limited reports of the RH aileron spar web cracking adjacent to the outboard hinge fitting. M7 Aerospace is requesting operators to do a one-time inspection of the LH and RH aileron spar webs for any cracks in the area of the outboard fitting. Operators are requested to contact M7 Aerospace LLC if any discrepancies are noted.

3. ACTION:

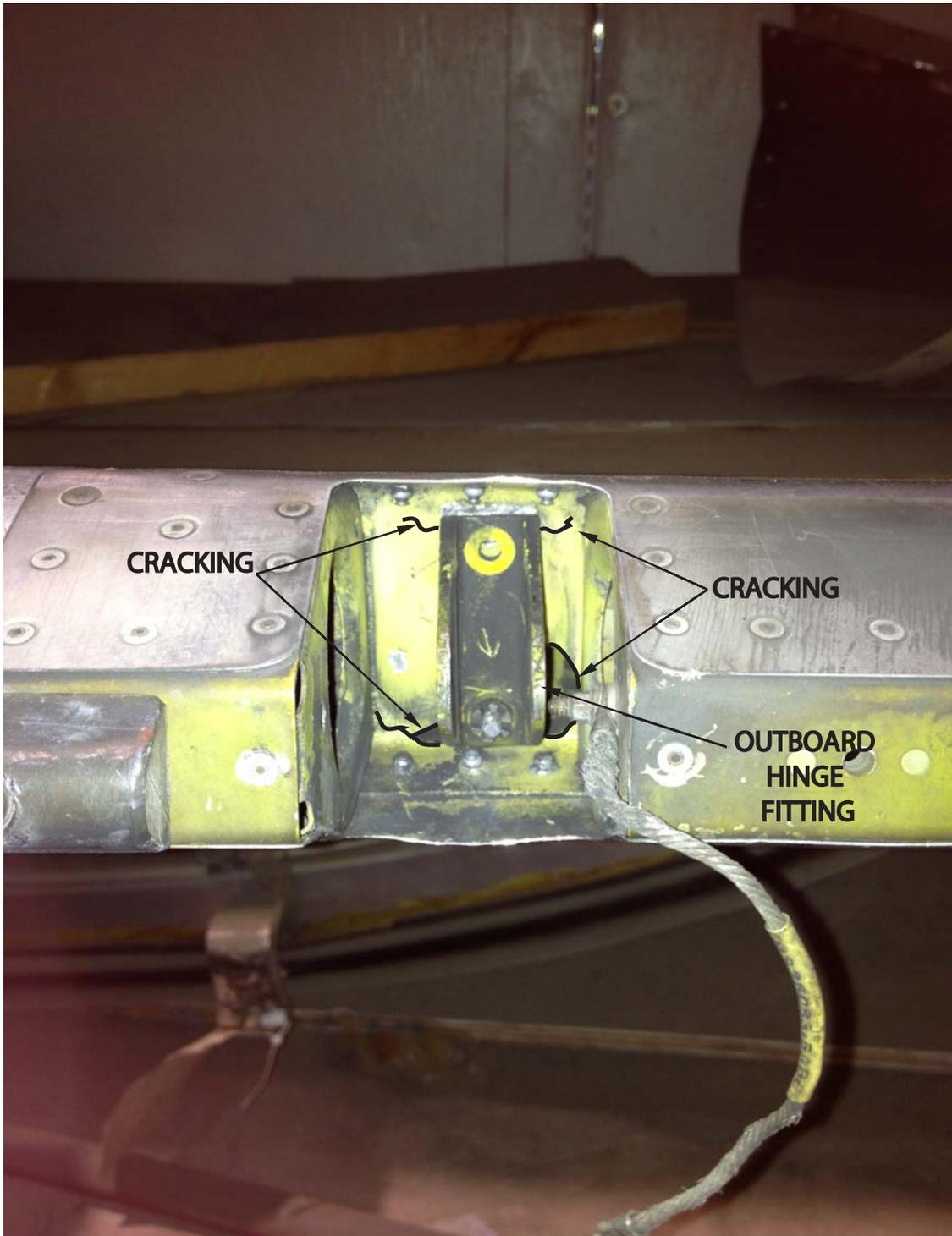
- A. Detail Visual Inspect (DVI\*) a 5.0 inch square area on the upper and lower skins adjacent to the outboard aileron hinge fitting location. Look for signs of cracking of the skin, or pulled skin at fastener heads along both internal rib rivet attachment row, and spar rivet attachment rows.
- B. Detail Visual Inspect (DVI\*) the aileron spar web immediately either side of the outboard hinge fitting by rotating the aileron to increase visibility of the spar web. Look for cracks emanating out from under the fitting, particularly in the upper and lower spar web radius. (See Figure 1).
- C. If any cracking is found in steps 1 and 2 above, check the same locations at the center and inboard hinge locations..
- D. Report all findings to M7 Aerospace Engineering at MetroTech@M7Aerospace.com or fax to 210-820-8609.

**Include photos, or sketch showing crack details, aircraft model and serial number, Total Aircraft Time (TAT), and any known history on the particular aileron.**

\* NOTE: DVI - Detail Visual Inspection is defined as the following for this inspection.

Inspect using an illumination device (such as circular fluorescent inspection luminaire) which produces a minimum of 100 fc of light intensity at the part surface, and a magnification device (such as the integral magnifier of the aforementioned inspection luminaire) producing approximately 1.5X magnification or greater, examine all surface details of the part, noting any obvious defects.

# SERVICE LETTER



**FIGURE 1**  
**EXAMPLE OF SPAR WEB CRACKING**  
**VIEW LOOKING AFT AT AILERON SPAR**



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