

Airworthiness Directive Schedule

Aeroplanes

Boeing-Stearman E75 & A75N1

28 August 2008

- Notes**
1. This AD schedule is applicable to Boeing-Stearman E75 and A75N1 aircraft, manufactured by the Boeing Aircraft Company under Federal Aviation Administration (FAA) Type Certificate No. A-743.
 2. The date above indicates the amendment date of this schedule.
 3. New or amended ADs are shown with an asterisk *

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*** DCA/STEAR/1 Wing Drain Holes – Embodiment**

Applicability: All model A75L3, 75, A75, B75, E75, A75J1, A75N1, B75N1 and D75N1 series aircraft.

Requirement: To prevent deterioration of the lower wing rib ends due to inadequate drainage drill a No. 30 hole through the fabric and the dural angle just outboard of the rib at the inboard end of the aileron cutout and each of the 12 ribs outboard of this station.

The holes should be drilled aft of the rear spar and just forward of the 120 degrees bend in the dural angle. Care should be exercised to avoid damage to the rear spar while accomplishing this work. As a safety measure, a stop should be used on the drill to prevent penetration in excess of 1/2 inch.

Note: The lower wings lack adequate drainage just forward of the ailerons with the result that water is trapped by the dural angle formed at the lower rear edge of the wing at the aileron gap which will cause eventual deterioration of the rib ends.

(FAA AD 1946-24-01 refers)

Compliance: At the next maintenance inspection unless previously accomplished.

Effective Date: 28 August 2008

*** DCA/STEAR/2 Fuselage Truss – Re-inforcement**

Applicability: All model E75 and A75N1 series aircraft fitted with crop dusting or seed hoppers.

Requirement: To prevent structural failure inspect the fuselage bottom truss and determine if it was altered for the installation of hopper throat.

All alterations involving the removal or revision of the truss members require that equivalent structural strength be provided. One open bay in the bottom truss either immediately forward or immediately aft of the cross member (streamline tube) at Station 2L is permissible provided that it is limited to a rectangle bounded by the longerons, the above-mentioned cross member and a 7/8 x 0.035, or larger, x4130 tube parallel to the streamline tube and not more than 8 inches forward or aft thereof. The inside corners of this open rectangle should have 0.065-inch x 4130 gussets, or equivalent, extending along the longerons at least 2 inches.

Note: Boeing Report No. WD-10645 pertains to the subject of this AD and includes an alternate alteration recommended as preferable to the above. Copies of the report are obtainable from the Boeing Airplane Co., Wichita Division, Wichita 1, Kansas.

(FAA AD 1949-23-01 refers)

Compliance: At the next maintenance inspection, unless previously accomplished.

Effective Date: 28 August 2008

*** DCA/STEAR/3 Wing Spar – Inspection and Rework**

Applicability: All model E75 and A75N1 series aircraft.

Requirement: To prevent wing spar failure, remove the center section fuel tank and inspect both front and rear spars for cracks and warping.

If any defects are found, the spars should be replaced or repaired in accordance with Rule Part 21 Appendix D - Acceptable Technical Data.

Confirm that all drain holes are open.

Note: Once the the above requirement has been accomplished the repetitive removal of the tank at every annual inspection is not required if the gap between the gas tank and the upper surface of the center section is sealed by doping on grade A fabric tape or an equivalent sealing means is embodied to prevent moisture entering the tank compartment.

(FAA AD 1950-06-02 refers)

Compliance: At the next annual inspection, unless previously accomplished and thereafter at every annual inspection.

Effective Date: 28 August 2008

* **DCA/STEAR/4 Longerons – Inspection and Repair**

Applicability: All model E75 and A75N1 series aircraft with a MCTOW exceeding 3200 lbs.

Requirement: To prevent longeron failure due to cracks visually inspect the fuselage longerons and fuselage diagonal bracing for cracks in the vicinity of the lower wing front spar attach fittings.

Repair or replace all cracked structural members in accordance with Rule Part 21 Appendix D - Acceptable Technical Data.

(FAA AD 1960-08-02 refers)

Compliance: Within the next 100 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 28 August 2008

* **DCA/STEAR/5 Propeller – Inspection and Replacement**

Applicability: All model E75 and A75N1 series aircraft fitted with a Pratt & Whitney R-985 or a Wright R-975 series engine, and a Western Propeller Repair model W2-1 propeller.

Requirement: To prevent propeller blade failure remove the propeller blades from the hub and clean the surface as necessary, and inspect the hub area and at least 6 inches of shank portion of the blade outside of the hub for cracks, using dye penetrant or an equivalent method.

If no cracks are found, the blades can be returned to service.

If any cracks are found, replace blades that are not eligible for repair before further flight and do not refit cracked blades to any aircraft.

Note: The repetitive inspection requirements of this AD are not required for aircraft fitted with Pratt and Whitney R-985 engines that have the engine crankshaft flyweight and flyweight liners reworked or replaced at every engine overhaul, as per FAA AD 65-07-02.

(FAA AD 1963-13-01 refers)

Compliance: Within the next 25 hours TIS, unless previously accomplished within the last 225 hours TIS, and thereafter at intervals not to exceed 250 hours TIS.

Effective Date: 28 August 2008