



## **SPECIAL AIRWORTHINESS INFORMATION BULLETIN**

**SAIB:** CE-11-26

**Date:** March 30, 2011

**SUBJ:** Wings: Wing Skin

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

### **Introduction**

This Special Airworthiness Information Bulletin (SAIB) informs registered owners/operators of **M7 Aerospace LP SA226 and SA227** model aircraft (under type certificate data sheets **A5SW, A8SW, and A18SW**) of an airworthiness concern. Specifically, this SAIB provides guidance on new procedures for inspection and repair of the right and left wing leading edge skins and doublers at wing station (WS) 78 for cracks.

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 FAA recently received reports of cracking in the wing leading edge skin part number (P/N) 27-31000 and doubler P/N 27-35084 at WS 78 on M7 Aerospace LP model SA226 and SA227 airplanes. The cracks typically originate from the wire penetration holes in the leading edge skin and doubler.

In response, M7 Aerospace LP issued service bulletins to specify inspections of the wing leading edge for cracks, added inspection requirements to the Phase and Letter Check Inspection Manuals, and added repair procedures to the Structural Repair Manuals to repair any cracks. The service bulletins specify the inspection to be accomplished at the next "A" Letter Check or Phase Inspection depending on operator's inspection program, not to exceed 800 hours time-in-service (TIS) or 12 months from the service bulletin issue date, with re-inspection each 12 month period or 1,000 hours TIS following the initial inspection, whichever occurs first. The service bulletin specifies repairs to be performed on condition. The following Table lists the applicable inspection and repair documents for the respective aircraft models.

**Applicable Inspection and Repair Documents Table**

<b>M7 Aerospace Aircraft Model</b>	<b>Service Bulletin Number</b>	<b>Phase Inspection Manual</b>	<b>Letter Check Inspection Manual</b>	<b>Structural Repair Manual</b>
SA226-T, SA226-AT, SA226-T(B), SA226-TC	SA226 Series 226-57-022 Dated 2/25/11	SA226 Series Revision TR 606-02 Page TR 401	SA226 Series Revision A-02 Pages TR 16 & TR 21	SA226/SA227 Series Section 57-90-20 Pages TR-51 through TR-56
SA227-AT, SA227-TT, SA227-AC (C-26A), SA227-BC (C-26A)	SA227 Series 227-57-011 Dated 2/25/11	SA227 Series Revision TR 606-02 Page TR 401	SA227 Series Revision A-02 Pages TR 15 & TR 20	SA226/SA227 Series Section 57-90-20 Pages TR-51 through TR-56
SA227-CC, SA227-DC (C-26B)	SA227 Series Commuter Category CC7-57-008 Dated 2/25/11+	SA227 Series Commuter Category Revision TR 606-02 Page TR 401	SA227 Series Commuter Category Revision A-02 Pages TR 13 & TR 17	SA227 Series Commuter Category Section 57-90-20 Pages TR-49 through TR-54

## **Recommendations**

The Federal Aviation Administration (FAA) recommends you inspect your M7 Aerospace LP airplane right and left wing leading edge skins P/N 27-31000 and doubler P/N 27-35084 at the time intervals and using the inspection procedures directed in the applicable Service Bulletin in the table above. Repair any crack found during any inspection in accordance with the applicable Structural Repair Manual prior to continued flight.

## **For Further Information Contact**

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## **For Related Service Information Contact**

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