



February 16, 2007

Dear Twin Beech 18 Society Members,

Your society has maintained contact with the FAA regarding the upcoming revision of the spar inspection Airworthiness Directive (AD). The people at Raytheon Aircraft Company (RAC) feel that this should be done ASAP and is pushing in that direction.

With the general agreement of our members, we have stated our position as not being opposed to inspecting the spars for corrosion. However, this is with the caveat that the current x-ray inspection interval of four years is not financially viable, nor necessary for the continued safe airworthiness of our fleet.

Also, we feel that the final revision must have provisions for separating the crack and the corrosion inspections. Our first choice is a new AD for the corrosion issue. However, RAC strongly feels this should be a revision to the current AD and does not have the resources to support a new inspection.

During these discussions with Beech, one of our members, Nick Quint came up with an alternative revision proposal to the AD. Several of us have reviewed it and Nick revised his proposal to incorporate most of our comments. We now believe this to be a workable solution for the fleet which should satisfy both the FAA and RAC while not over-burdening the Beech 18 operators.

Unfortunately, the inspection intervals are still too short and all operating Beech 18s will need an x-ray inspection soon. However, this proposal does open the door for alternative corrosion inspections which are much less costly than an x-ray inspection. It also allows for the opportunity to increase inspection intervals based on what we find, via the Alternative Method of Compliance (AMOC) process.

Because this proposal satisfies all of the parties who need to come to an agreement, we presented it with our endorsement to Gary Parks, FAA Wichita ACO. When we have opportunity to provide additional information, we will provide you with the details.

In addition to the AD your society will have a program to gather and organize the results of these initial inspections. This data can be made available as background for the AMOC approval.

I encourage you to read through this proposal and please call Nick, Pete or me with questions and comments. I would also encourage you to comment to the FAA, but please talk to us if you have any questions so the issue does not get confusing.

Respectfully,

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