



**American Bonanza Society MSB 53-2269/53-2360  
AD 90-08-04/95-04-03 Spar Web Crack Position Paper**

Reviewing the conclusions of the attached engineering reports and the ABS spar web survey results it is the ABS' position:

Given that:

- 1) Beechcraft spar web cracking has been a "known problem" for well over a decade;
- 2) In that time there has been no aircraft failure or mishap attributed to carry-through spar web cracking;
- 3) Service histories suggest that, at least to date, current AD requirements are satisfactorily detecting and addressing cracks, and preventing virtually all growth and/or recurrence of spar web cracking except in very unusual cases; and
- 4) Sufficient evidence exists that previously unconsidered factors may be playing a part in the development of spar web cracks, and that the existing spar web repair may actually be concentrating flight and ground stresses in the affected area.

We therefore request that:

- 1) Current Airworthiness Directive procedures should not be revised until such time as additional, detailed engineering analysis determines the true nature of stresses, spar web crack development and post-modification stress patterns, with a proposed study completion date of March 31, 2005;
- 2) A moratorium should be placed on compliance with Raytheon Mandatory Service Bulletins 53-2269 revision 2 and 53-2260 revision 1, which have the effect of making more stringent repair policies regulatory for airplanes operated under 14 CFR 135. This moratorium should specify that the pre-June 2004 version of each MSB be considered sufficient for operation under 14 CFR 135 until such time as additional, detailed analysis definitively determines the true nature of stresses and spar web crack development; and
- 3) FAA should take into account the results of such testing in any proposed revision to ADs 90-08-14 and/or 95-04-03.

Respectfully submitted,

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