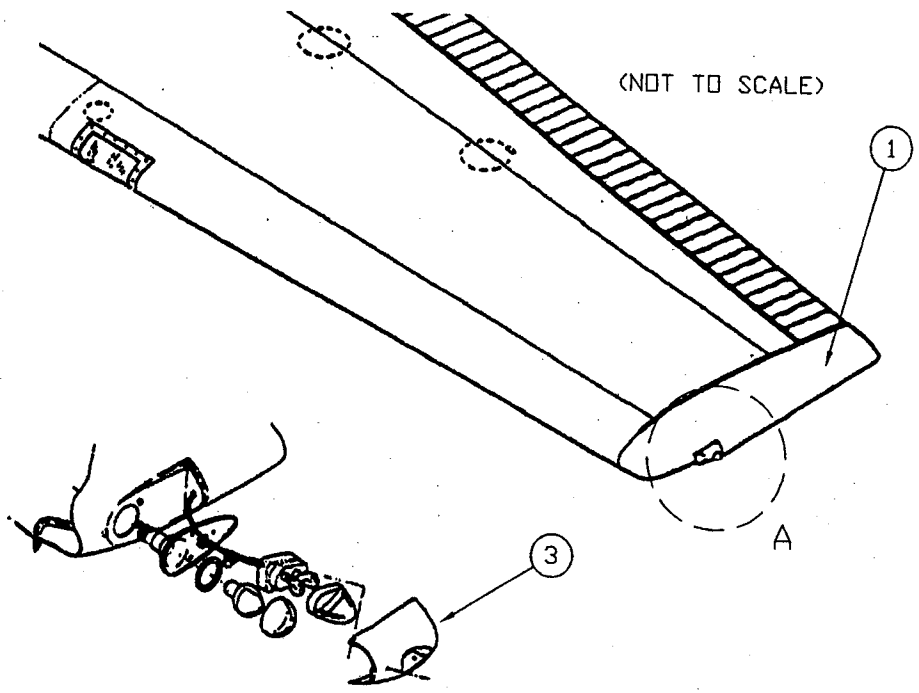
DOC NO.	REV	SHT
MCA2-7-000	1	N/C

REVISIONS

ZONE	REV.	DESCRIPTION	DATE	APPROVED

BEECH, WING TIP FAIRING INSTALLATION



DETAIL A

INSTALLATION NOTES:

INSTALL PARTS IN ACCORDANCE WITH ACCEPTED METHODS AND PROCEDURES AS OUTLINED IN FAA REGULATIONS PART 43.13 AND ASSOCIATED PUBLICATION 'AIRFRAME AND POWERPLANT MECHANICS' AC65-15A

THIS WING TIP FAIRING CONSISTS OF A SINGLE PART, P/N 1820-01 L/H (-02 R/H). THEY ARE DIRECT REPLACEMENTS FOR THE FACTORY ORIGINALS. ACCORDINGLY THEY SHOULD BE INSTALLED IN THE SAME MANNER AS THE ORIGINALS. ANY ATTENDANT PARTS SUCH AS FASTENERS, CLIPS AND THE NAV LIGHT, (DETAIL A), SHOULD BE REATTACHED AS PER THE ORIGINAL INSTALLATION

REMOVE EXISTING WING TIP BY UNSCREWING THE 34 FASTENERS. INSTALLATION IS BASICALLY THE REVERSE OF THE REMOVAL.

AROUND THE WING TIP FAIRING, MATCH DRILL THE SCREW HOLES. DRILL ALSO THE NAV LIGHT HOLE AS PER THE ORIGINAL TIP.

ATTACH TIP FAIRING TO THE WING TIP WITH THE NAV LIGHT WIRING PASSING THROUGH THE NAV LIGHT HOLE.

CONNECT NAV LIGHT AS PER THE ORIGINAL INSTALLATION AND ATTACH THE NAV LIGHT TO THE TIP USING THE ORIGINAL HARDWARE

COMPLETE FAA FORM -337. NO WEIGHT CHANGE. 'INSTALLED MET-CO-AIRE FIBERGLASS REPLACEMENT WING TIP FAIRING IN ACCORDANCE WITH INSTALLATION DRAWING #MCA2-7-000

AIRCRAFT ELIGIBILITY: BEECH SIERRA/SUNDOWNER/MUSKETEER

19A: MB289 THRU MB461
23: M1 THRU M554
A23: M555 THRU M900
A23-19: MB1 THRU MB288
A23-24: MA1 THRU MA363
A23A: M901 THRU M1094
A24: MA364 THRU MA368
A24R: MC2 THRU MC95
B19: MB1 ONWARDS
B23: M195 THRU M1284
B24R
C23: MB1 THRU M1979 (EXCEPT M1971), M1980 ONWARDS
C24R: MC449, MC453 ONWARDS, MC533, MC537 ONWARDS
M19A: MB461 THRU MB480

-	NAVIGATION LIGHT ASSEMBLY	(REF ONLY)		2
1820-01	BEECH WING TIP FAIRING L/H			1
PART NO	DESCRIPTION	MATERIAL	SIZE / SPECIFICATION	ITEM NO.

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES. TOLERANCES ARE: DECIMALS .XX ±.1, .XXX ±.030; ANGLES ±0.30'

MATERIAL

FINISH

DO NOT SCALE ON DRAWING

CONTRACT NO.

	APPROVALS	DATE
DRAWN	T. STRONG	10/02/01
CHECKED	T. STRONG	10/02/01
ENGINEER	T. STRONG	10/02/01
APPROVED	T. STRONG	10/02/01

STRONG Aerostructures Engineering
www.strongaero.com

TITLE: BEECH, WING TIP FAIRING INSTALLATION

SIZE: 11"x17" | CAGE CODE | DWG. NO. MCA2-7-000 | REV. N/C

SCALE: N/A | FILE: MCA2-7.DWG | SHEET 1 OF 1

N/A | NEXT ASSY | USED ON | APPLICATION

REPORT REF: MCA2-8-01

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

FOR MET-CO-AIRE REPLACEMENT WING TIP FAIRINGS

INSTALLED ON BEECH AIRCRAFT UNDER

STC SA01269LA

Modification of an aircraft by this Supplemental Type Certificate obligates the Aircraft Operator to include the maintenance information provided by this document in the Operator's Maintenance Manual and the Operator's Aircraft Scheduled Maintenance Program

TABLE OF CONTENTS

PAGE

REVISION TABLE

REVISION	DATE	CHANGE
N/C	10/02/01	

1 PURPOSE

1.0 This document provides procedures for conducting regular and non-scheduled maintenance to supplement existing airplane manufacture's procedures as they pertain to the added or modified equipment described below.

1.1 This report (and the procedures it contains or invokes) constitutes compliance with FAR Part 25-1529, amendment 25-54 and Part 25 Appendix H.

1.2 These instructions are designed to provide guidance for the continued airworthiness and applicable maintenance requirements for Met-Co-Aire fiberglass replacement wing tip fairing P/N1820-01 L/H (and –02 R/H). These parts are constructed of 6oz cloth and 1½ oz mat in a polyester resin matrix. Any repair performed should be made appropriate to these materials.

2 AIRWORTHINESS LIMITATIONS

NOTE: THE AIRWORTHINESS LIMITATIONS SECTION IS FAA APPROVED AND SPECIFIES MAINTENANCE REQUIRED UNDER PART 43.16 AND 91.163 UNLESS AN ALTERNATIVE PROGRAM HAS BEEN APPROVED.

2.0 The documentation contained herein does not constitute complete Instructions for Continued Airworthiness. This document must be combined with any existing previously FAA approved Instructions for Continued Airworthiness.

3 SCHEDULED MAINTENANCE AND INSPECTIONS

3.0 All additional inspection procedures and intervals called for herein should be accomplished in accordance with the operator/owners FAA approved maintenance and inspection program

3.1 Scheduled Maintenance Program tasks which should be added to the aircraft operator's appropriate airplane maintenance program are listed below:

During pre-flight walk around, verify that the screws holding the wing tip fairing and nav' light in place are tight and secure.

Remove wing tip fairing for complete inspection at every scheduled maintenance event, i.e. annuals, 100 hour, etc.

Visually examine the structural integrity of the part is complete. Look for damage such as cracks, splits, breaks in the part, etc.

If any damage has occurred, classify it into one of the following three categories:

A) COSMETIC: This would include minor scratches, dents, dings, etc. Normally they are small and occur only in the gel coat finish. Repair is usually sanding with some minor amount of filler being applied. Paint and return to service.

B) MINOR: This would be a definitive crack in the part that would be visible as a white line when viewed from the *inside* of the part. Here the integrity of the part has been compromised. Repair with an appropriate cloth or mat reinforcement over the damaged area, fill and sand the outside of the damaged area. Paint and return to service.

C) MAJOR: This would be a larger tear, crack or break in the part. Generally speaking over 2 inches in length. Here the *fibers* on the inside of the part are either visible or broken completely. In this case, the part should be replaced. This would include *any* damage to the screw hole mounting areas.

Any maintenance questions, or to order new parts, please call toll free 1-800-814-2697

4 REFERENCE DOCUMENTS

4.0 The following documents referenced in this report or are pertinent to the Instructions for Continued Airworthiness:

DOCUMENT	***SOURCE***	***DOCUMENT TITLE***
MCA2-1-02	MET-CO-AIRE	MASTER DRAWING LIST
MCA2-7-000	MET-CO-AIRE	BEECH, WING TIP FAIRING INSTALLATION

5 SPECIAL TOOLS

5.0 No special tools are required to maintain the noted equipment. All tools required to remove, replace, and inspect the wing tip fairing may be considered " standard" by aircraft industry standards.