

**MANDATORY****MEL-57-02****TITLE**

WINGS - FORWARD LOWER CARRY-THRU SPAR CAP INSPECTION

**EFFECTIVITY**

MODEL	SERIAL NUMBERS
401	401-0001 thru 401-0322
401A	401A0001 thru 401A0132
401B	401B0001 thru 401B0221
402	402-0001 thru 402-0322
402A	402A0001 thru 402A0129
402B	402B0001 thru 402B1384
402C	689, 402C0001 thru 402C1020
411	411-0001 thru 411-0250
411A	411-0251 thru 411-0300
414	414-0001 thru 414-0965
414A	414A0001 thru 414A1212
421	421-0001 thru 421-0200
421A	421A0001 thru 421A0158
421B	421B0001 thru 421B0970
421C	421C0001 thru 421C1807

**REASON**

Cracks have been found in the forward lower carry through spar cap. An undetected crack can cause the spar cap to break which could result in flight instability and potential loss of control.

**DESCRIPTION**

The service manuals have been updated with new inspection times and techniques to inspect for cracks in the lower carry-thru spar cap. Inspection compliance time limits are based on the airplane model and time in service.

**WARNING:** Further flight with a cracked carry through spar cap is prohibited. The carry through spar cap must be replaced before further flight.

**NOTE:** In order to reduce possible damage to the structure, it is recommended that the access panels be installed with MEB-57-01, MEB-57-02, SK402-49 or SK421-152.

August 26, 2019

MEL-57-02  
Page 1 of 13

Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277, U.S.A. 1-316-517-5800

This document contains technical data and is subject to U.S. export regulations. This information has been exported from the United States in accordance with export administration regulations. Diversion contrary to U.S. law is prohibited. ECCN: 9E991

COPYRIGHT © 2019

MANDATORY

MEL-57-02

**COMPLIANCE**

MANDATORY. This service document must be accomplished IAW the specific model table that follows:

## MODEL 401, 401A, 401B, 402, 402A, 402B, AND 414

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
15,000 - 21,999	1,500 Flight Hours or 18 Months	2,500 Flight Hours
22,000 - 25,999	1,250 Flight Hours or 15 Months	2,500 Flight Hours
26,000 - 29,999	1,000 Flight Hours or 12 Months	2,500 Flight Hours
30,000 - 33,499	750 Flight Hours or 270 Days	2,500 Flight Hours
33,500 - 34,999	500 Flight Hours or 180 Days	2,500 Flight Hours
35,000 and more	250 Flight Hours or 90 Days	2,500 Flight Hours

- Airplanes with less than 15,000 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 15,000 flight hours.
- If SID 57-10-10 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 2,500 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 1,500 hours from the table to obtain a compliance time of 20,500 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 20,000 hours, the lesser of 20,000 and 20,500 hours.

## MODEL 402C

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
10,000 - 14,999	2,000 Flight Hours or 24 Months	2,000 Flight Hours
15,000 - 21,999	1,500 Flight Hours or 18 Months	2,000 Flight Hours
22,000 - 25,999	1,250 Flight Hours or 15 Months	2,000 Flight Hours
26,000 - 29,999	1,000 Flight Hours or 12 Months	2,000 Flight Hours
30,000 - 33,499	750 Flight Hours or 270 Days	2,000 Flight Hours
33,500 - 34,999	500 Flight Hours or 180 Days	2,000 Flight Hours
35,000 and more	250 Flight Hours or 90 Days	2,000 Flight Hours

- Airplanes with less than 10,000 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 10,000 flight hours.
- If SID 57-10-14 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 2,000 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 1,500 hours from the table to obtain a compliance time of 20,500 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 20,000 hours, the lesser of 20,000 and 20,500 hours.

## MODEL 411 AND 411A

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
10,000 - 14,999	2,000 Flight Hours or 24 Months	3,400 Flight Hours
15,000 - 21,999	1,500 Flight Hours or 18 Months	3,400 Flight Hours
22,000 - 25,999	1,250 Flight Hours or 15 Months	3,400 Flight Hours
26,000 - 29,999	1,000 Flight Hours or 12 Months	3,400 Flight Hours
30,000 - 33,499	750 Flight Hours or 270 Days	3,400 Flight Hours
33,500 - 34,999	500 Flight Hours or 180 Days	3,400 Flight Hours
35,000 and more	250 Flight Hours or 90 Days	3,400 Flight Hours

- Airplanes with less than 10,000 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 10,000 flight hours.
- If SID 57-10-10 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 3,400 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 1,500 hours from the table to obtain a compliance time of 20,500 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 20,000 hours, the lesser of 20,000 and 20,500 hours.

## MODEL 414A AND 421C

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
15,000 - 21,999	1,500 Flight Hours or 18 Months	5,000 Flight Hours
22,000 - 25,999	1,250 Flight Hours or 15 Months	5,000 Flight Hours
26,000 - 29,999	1,000 Flight Hours or 12 Months	5,000 Flight Hours
30,000 - 33,499	750 Flight Hours or 270 Days	5,000 Flight Hours
33,500 - 34,999	500 Flight Hours or 180 Days	5,000 Flight Hours
35,000 and more	250 Flight Hours or 90 Days	5,000 Flight Hours

- Airplanes with less than 15,000 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 15,000 flight hours.
- If SID 57-10-14 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 5,000 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 1,500 hours from the table to obtain a compliance time of 20,500 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 20,000 hours, the lesser of 20,000 and 20,500 hours.

## MODEL 421 AND 421A

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
9,500 - 14,999	1,000 Flight Hours or 24 Months	1,100 Flight Hours
15,000 - 24,999	500 Flight Hours or 12 Months	1,100 Flight Hours
25,000 and more	200 Flight Hours or 6 Months	1,100 Flight Hours

- Airplanes with less than 9,500 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 9,500 flight hours.
- If SID 57-10-10 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 1,100 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 500 hours from the table to obtain a compliance time of 19,500 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 19,500 hours, the lesser of 19,500 and 20,000 hours.

## MODEL 421B

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
5,500 - 14,999	500 Flight Hours or 24 Months	500 Flight Hours
15,000 - 24,999	350 Flight Hours or 12 Months	500 Flight Hours
25,000 and more	200 Flight Hours or 6 Months	500 Flight Hours

- Airplanes with less than 5,500 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 5,500 flight hours.
- If SID 57-10-14 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 500 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 350 hours from the table to obtain a compliance time of 19,350 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 19,350 hours, the lesser of 19,350 and 20,000 hours.

**MANDATORY****MEL-57-02**

A service document published by Textron Aviation may be recorded as completed in an aircraft log only when the following requirements are satisfied:

- 1) The mechanic must complete all of the instructions in the service document, including the intent therein.
- 2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
- 3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
- 4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the Effectivity section of the document.
- 5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

**CONSUMABLE MATERIAL**

You must use the consumable materials that follow, or their equivalent, to complete this service document.

NAME	NUMBER	MANUFACTURER	USE
Rivet	MS20426AD4	Commercially Available	For skin panel installation, various lengths determined at time of installation.
Rivet	MS20470AD4	Commercially Available	For skin panel installation, various lengths determined at time of installation.

**TOOLING**

NAME	NUMBER	MANUFACTURER	USE
10X Magnifying Lens		Commercially Available	For detailed visual inspection of forward spar cap

**REFERENCES**

Cessna Model 401 and 402 (1967-1978) Service Manual, Revision 21 or later

Cessna Model 402C (1979-1985) Maintenance Manual, Revision 10 or later

Cessna Model 411/411A (1965-1968) Service Manual, Revision 6 or later

Cessna Model 414/414A (1970-1985) Service Manual, Revision 34 or later

Cessna Model 421, 421A, 421B Series (1968-1975) Service Manual, Revision 15 or later

Cessna Model 421C (1976-1985) Service Manual, Revision 23 or later

NOTE: To make sure all publications used are complete and current. Refer to [www.txtavsupport.com](http://www.txtavsupport.com).

**PUBLICATIONS AFFECTED**

None

**ACCOMPLISHMENT INSTRUCTIONS**

1. Prepare the airplane for maintenance.
  - A. Make sure that the airplane is electrically grounded.
  - B. Make sure that all switches are in the OFF/NORM position.
  - C. Disconnect electrical power from the airplane.
    - (1) Disconnect external electrical power.
    - (2) Disconnect the airplane battery.
  - D. Attach maintenance warning tags to the battery and external power receptacle that have "DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS" written on them.

2. Remove access panels as follows:

NOTE: Forward spar access panels were installed with service bulletins MEB-57-01 or MEB-57-02 - Access Panel Installation for Forward Spar or service kits SK402-49, and SK421-152 - Access Panel Installation and Stub Wing Fitting Removal/Installation. These panels are directly below the forward spar wing fitting.

- Model 401 and 402 series airplanes remove panels 32 and 94. (Refer to the Model 401 and 402 (1967-1978) Service Manual.)
  - Model 402C airplanes remove panels 511AB, 511AT, 512BT, 611AB, 611AT and 612BT. (Refer to the Model 402C (1979-1985) Maintenance Manual.)
  - Model 411 airplanes remove panels 35 and 57. (Refer to the Model 411/411A (1965-1968) Service Manual.)
  - Model 414 airplanes remove panels 34, 35 and 41. (Refer to the Model 414/414A (1970-1985) Service Manual.)
  - Model 414A airplanes remove panels 511AB, 511AT, 512AT, 611AB, 611AT and 612AT. (Refer to the Model 414/414A (1970-1985) Service Manual.)
  - Model 421, 421A, and 421B airplanes remove panels 35, 57 and 93. (Refer to the Model 421, 421A, 421B Series (1968-1975) Service Manual.)
  - Model 421C airplanes remove panels 511AB, 511AT, 512AT, 611AB, 611AT and 612AT. (Refer to the Model 421C (1976-1985) Service Manual.)
- A. (Airplanes with the forward spar access panels. Refer to Figure 1, Detail A.) Remove the 5292032-4 or 5292031-10 Forward Spar Access Panel if installed with MEB-57-01, MEB-57-02 or SK402-49, or SK421-152.

NOTE: Forward spar access panels were installed with either service bulletins MEB-57-01 or MEB-57-02 - Access Panel Installation for Forward Spar or service kits SK402-49, or SK421-152 - Access Panel Installation and Stub Wing Fitting Removal/Installation. These panels are directly below the forward spar wing fitting.

- B. (Airplanes without the forward spar access panels. Refer to Figure 1, Detail B.) Remove rivets as necessary from the left and right lower stub wing skin sufficient to get access to the bottom surface of the lower carry through spar cap for the visual inspection.

**CAUTION:** Use caution when removing fasteners along the two lateral rows of rivets just forward and aft of the fitting. These two rows are common to the lower carry through spar web flanges.

**CAUTION:** To prevent cracking dimples or damaging understructure, when removing rivets from dimpled holes, drill a hole into the rivet shank before driving it out.

- (1) Remove all rivet butts, drill shavings, and foreign object debris.

3. Clean the lower surface of the left and right side of the carry through spar cap as follows:
  - A. Use a suitable solvent to remove all grease and dirt from the lower spar cap area.
  - B. Wash the remaining solvent off with soap and water and let air dry.



4. Do an eddy current inspection of the carry-thru spar cap:
  - A. For Cessna Models 402C, 411, 411A, 414A, and 421C complete an automated bolt hole eddy current as defined in the applicable service manual.
    - SID 57-10-14 in Temporary Revision Number 5-7, Model 402C Maintenance Manual, Revision 10 or later.
    - SID 57-10-10 in Temporary Revision Number 8, Model 411/411A Service Manual, Revision 6 or later.
    - SID 57-10-14 in Temporary Revision Number 21, Model 414/414A Service Manual, Revision 34 or later.
    - SID 57-10-14 in Temporary Revision Number 16, Model 421C Service Manual, Revision 23 or later.
  - B. For Cessna Models 401, 401A, 401B, 402, 402A, 402B, 414, 421, 421A, and 421B complete a surface eddy current as defined in the applicable service manual.
    - SID 57-10-10 in Temporary Revision Number 12, Model 401/402 Service Manual, Revision 21 or later.
    - SID 57-10-10 in Temporary Revision Number 21, Model 414/414A Service Manual, Revision 34 or later.
    - SID 57-10-10 in Temporary Revision Number 14, Model 421, 421A, 421B Service Manual, Revision 15 or later.

NOTE: The eddy current technician must be qualified and certified to Level 2 or 3 per the requirements of NAS 410 or equivalent.

5. If a crack is found, no further flight is permitted. Contact Textron Structures & Repairs at: [csstructures@txtav.com](mailto:csstructures@txtav.com), or phone: 316-517-6061.
6. Complete the attached INSPECTION RESULTS FORM and return to Textron Structures & Repairs at [csstructures@txtav.com](mailto:csstructures@txtav.com). (Refer to the attached INSPECTION RESULTS FORM.)

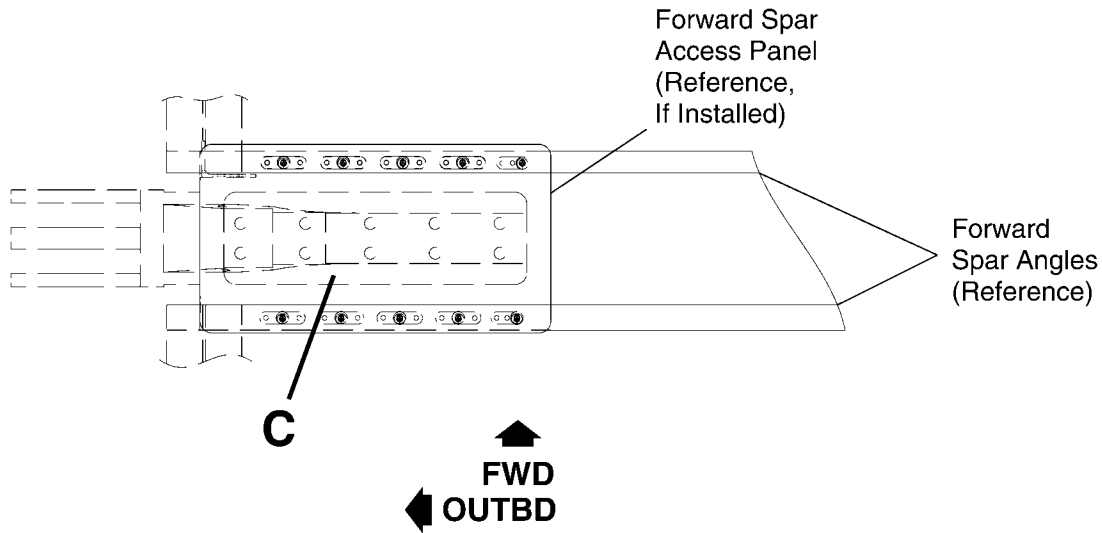
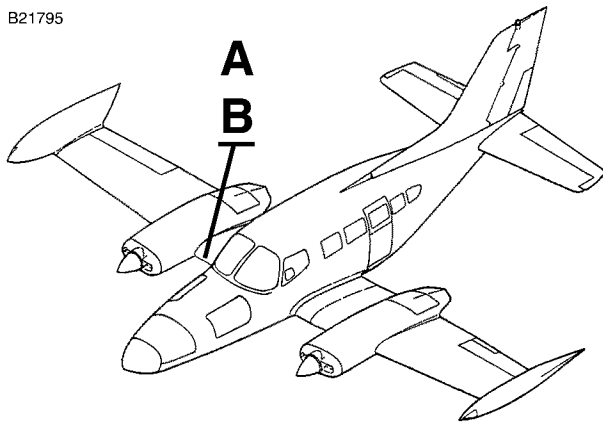
NOTE: Return the INSPECTION RESULTS FORM to Textron Structures & Repairs even if no crack is found.
7. (Airplanes without forward spar access panels.) Install MS20426AD4-X and MS20470AD4-X Rivets to secure the stub wing skin.

NOTE: Rivet length can vary, determine correct length at time of install.
8. Install all removed access panels.
9. Remove the maintenance warning tags and connect the airplane battery.
10. Make a logbook entry that states the recurring inspection is due at the specified flight hour interval as listed in the COMPLIANCE section of this service letter.
11. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

**MANDATORY**

**MEL-57-02**

B21795



### DETAIL A

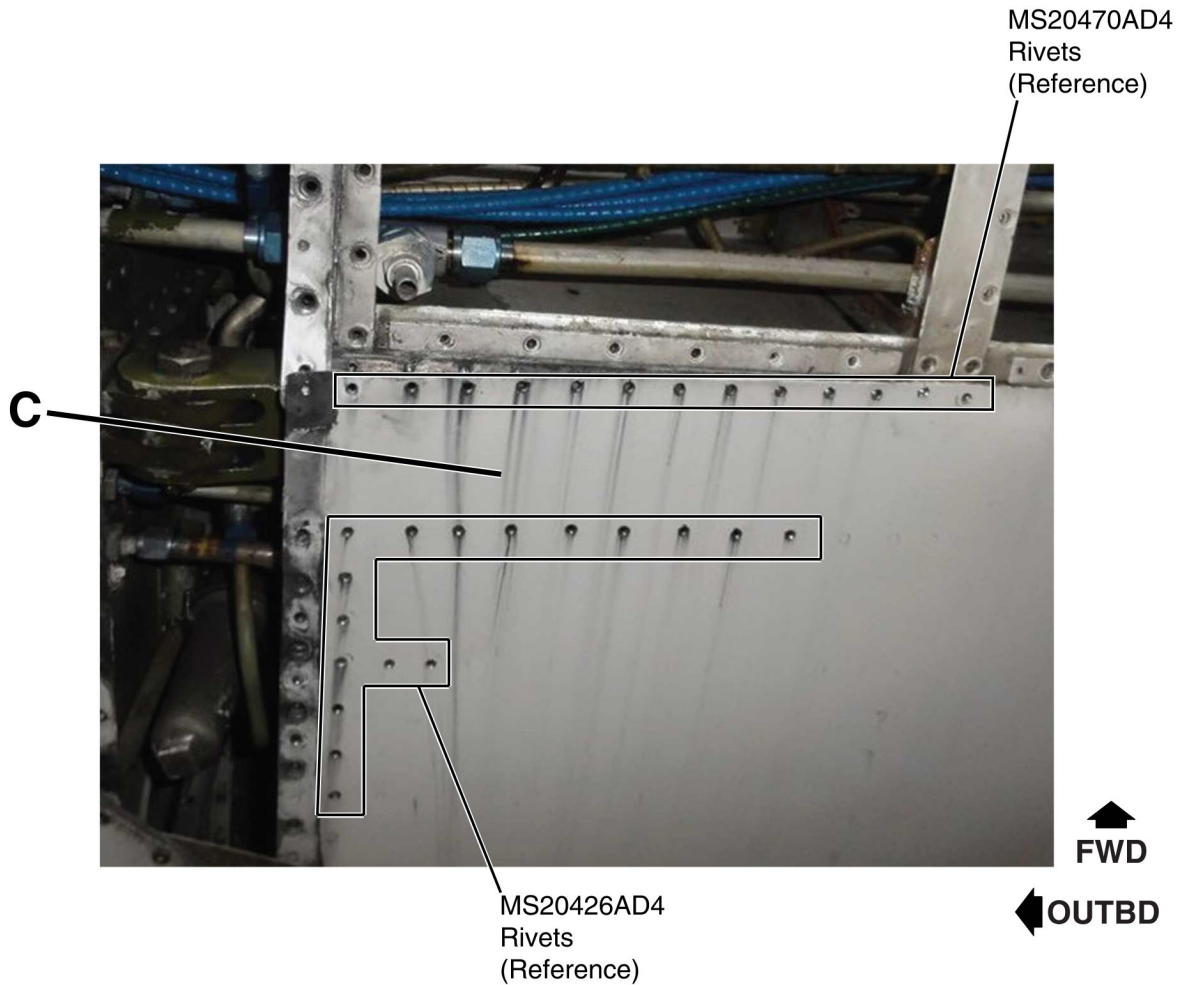
View Looking Up at Forward Spar  
Airplanes with Forward Spar Access Panel

**NOTE:** Model 402 shown for illustrative purposes.  
Other models the inspection is in similar location.

A5991T001

Figure 1. Carry-Thru Spar Cap Inspection (Sheet 1)

B21796



**DETAIL B**

Airplanes Without Forward Spar Access Panel

**NOTE:** For airplanes that do not have access panel.  
The rivet length determined at time of installation.

Figure 1. Carry-Thru Spar Cap Inspection (Sheet 2)

**MANDATORY**

**MEL-57-02**

B21797

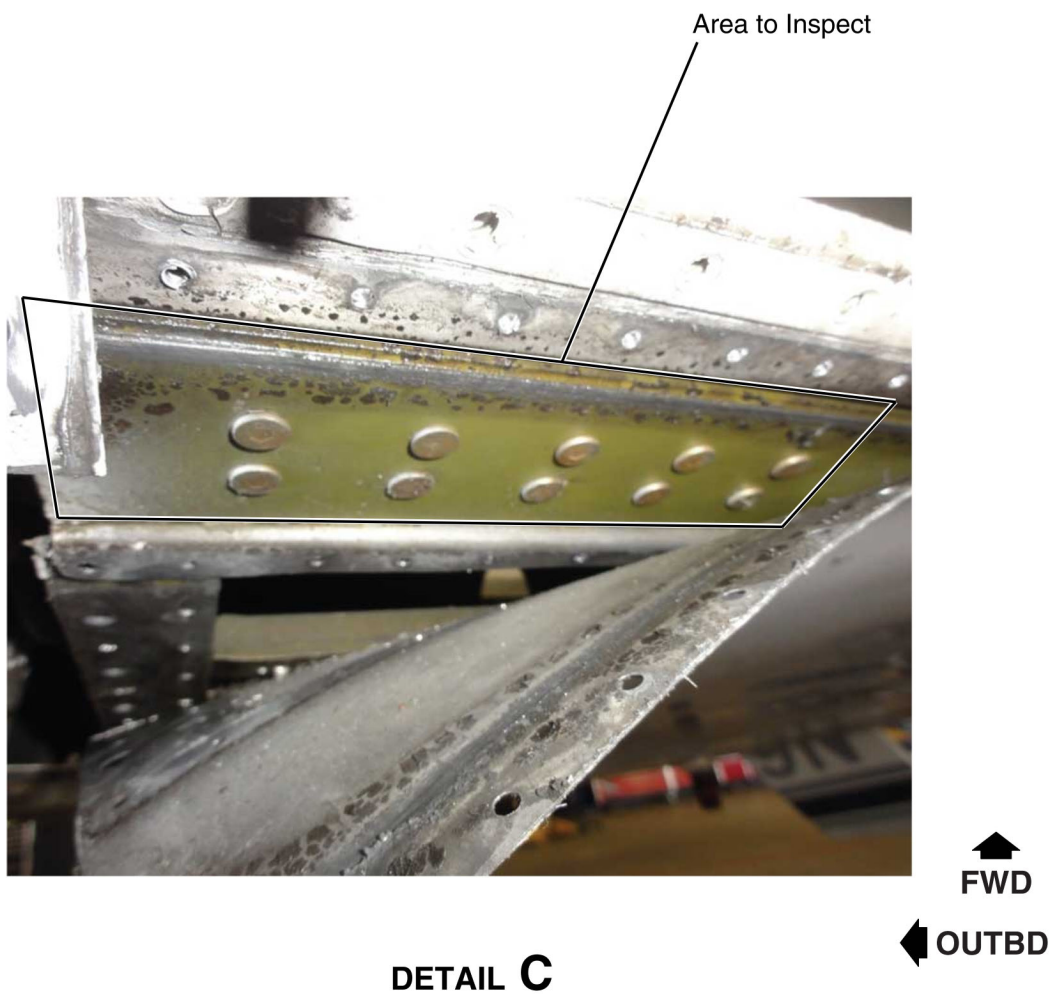


Figure 1. Carry-Thru Spar Cap Inspection (Sheet 3)

**MANDATORY**

**MEL-57-02**

**MATERIAL INFORMATION**

No parts are required to complete this service document.

## SPAR CAP INSPECTION RESULTS FORM

Airplane Model Number		Airplane Serial Number	
Total Airframe Hours		Left Engine Hours	
Forward Lower Spar Cap Hours		Right Engine Hours	
Owner's Name		Inspection Facility Name	
Owner's address		Inspection Facility Address	
List all STC installed on the airplane			

In the table that follows please provide detailed and dimensioned descriptions of any crack(s). Attach pictures to this form as necessary.

## SPAR CAP INSPECTION RESULTS FORM CONTINUED

Was a crack found: Yes/No?

Detailed description: (Attach pictures and additional details as necessary, if a crack was found with visual inspection or with a surface eddy current inspection?)





**TITLE**

WINGS - FORWARD LOWER CARRY-THRU SPAR CAP INSPECTION

**TO:**

Cessna Model 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C Aircraft Owner

**REASON**

Cracks have been found in the forward lower carry through spar cap. An undetected crack can cause the spar cap to break which could result in flight instability and potential loss of control.

**COMPLIANCE**

MANDATORY. This service document must be accomplished IAW the specific model table that follows:

## MODEL 401, 401A, 401B, 402, 402A, 402B, AND 414

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
15,000 - 21,999	1,500 Flight Hours or 18 Months	2,500 Flight Hours
22,000 - 25,999	1,250 Flight Hours or 15 Months	2,500 Flight Hours
26,000 - 29,999	1,000 Flight Hours or 12 Months	2,500 Flight Hours
30,000 - 33,499	750 Flight Hours or 270 Days	2,500 Flight Hours
33,500 - 34,999	500 Flight Hours or 180 Days	2,500 Flight Hours
35,000 and more	250 Flight Hours or 90 Days	2,500 Flight Hours

- Airplanes with less than 15,000 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 15,000 flight hours.
- If SID 57-10-10 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 2,500 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 1,500 hours from the table to obtain a compliance time of 20,500 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 20,000 hours, the lesser of 20,000 and 20,500 hours.

August 26, 2019

MEL-57-02  
Page 1 of 6

Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277, U.S.A. 1-316-517-5800

This document contains technical data and is subject to U.S. export regulations. This information has been exported from the United States in accordance with export administration regulations. Diversion contrary to U.S. law is prohibited. ECCN: 9E991

COPYRIGHT © 2019

## MODEL 402C

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
10,000 - 14,999	2,000 Flight Hours or 24 Months	2,000 Flight Hours
15,000 - 21,999	1,500 Flight Hours or 18 Months	2,000 Flight Hours
22,000 - 25,999	1,250 Flight Hours or 15 Months	2,000 Flight Hours
26,000 - 29,999	1,000 Flight Hours or 12 Months	2,000 Flight Hours
30,000 - 33,499	750 Flight Hours or 270 Days	2,000 Flight Hours
33,500 - 34,999	500 Flight Hours or 180 Days	2,000 Flight Hours
35,000 and more	250 Flight Hours or 90 Days	2,000 Flight Hours

- Airplanes with less than 10,000 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 10,000 flight hours.
- If SID 57-10-14 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 2,000 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 1,500 hours from the table to obtain a compliance time of 20,500 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 20,000 hours, the lesser of 20,000 and 20,500 hours.

## MODEL 411 AND 411A

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
10,000 - 14,999	2,000 Flight Hours or 24 Months	3,400 Flight Hours
15,000 - 21,999	1,500 Flight Hours or 18 Months	3,400 Flight Hours
22,000 - 25,999	1,250 Flight Hours or 15 Months	3,400 Flight Hours
26,000 - 29,999	1,000 Flight Hours or 12 Months	3,400 Flight Hours
30,000 - 33,499	750 Flight Hours or 270 Days	3,400 Flight Hours
33,500 - 34,999	500 Flight Hours or 180 Days	3,400 Flight Hours
35,000 and more	250 Flight Hours or 90 Days	3,400 Flight Hours

- Airplanes with less than 10,000 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 10,000 flight hours.
- If SID 57-10-10 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 3,400 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 1,500 hours from the table to obtain a compliance time of 20,500 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 20,000 hours, the lesser of 20,000 and 20,500 hours.

## MODEL 414A AND 421C

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
15,000 - 21,999	1,500 Flight Hours or 18 Months	5,000 Flight Hours
22,000 - 25,999	1,250 Flight Hours or 15 Months	5,000 Flight Hours
26,000 - 29,999	1,000 Flight Hours or 12 Months	5,000 Flight Hours
30,000 - 33,499	750 Flight Hours or 270 Days	5,000 Flight Hours
33,500 - 34,999	500 Flight Hours or 180 Days	5,000 Flight Hours
35,000 and more	250 Flight Hours or 90 Days	5,000 Flight Hours

- Airplanes with less than 15,000 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 15,000 flight hours.
- If SID 57-10-14 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 5,000 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 1,500 hours from the table to obtain a compliance time of 20,500 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 20,000 hours, the lesser of 20,000 and 20,500 hours.

## MODEL 421 AND 421A

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
9,500 - 14,999	1,000 Flight Hours or 24 Months	1,100 Flight Hours
15,000 - 24,999	500 Flight Hours or 12 Months	1,100 Flight Hours
25,000 and more	200 Flight Hours or 6 Months	1,100 Flight Hours

- Airplanes with less than 9,500 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 9,500 flight hours.
- If SID 57-10-10 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 1,100 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 500 hours from the table to obtain a compliance time of 19,500 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 19,500 hours, the lesser of 19,500 and 20,000 hours.

## MODEL 421B

Airplane Total Flight Hours	Flight Hour Grace Period To Comply With Inspection	Flight Hours For Recurring Inspection Interval
5,500 - 14,999	500 Flight Hours or 24 Months	500 Flight Hours
15,000 - 24,999	350 Flight Hours or 12 Months	500 Flight Hours
25,000 and more	200 Flight Hours or 6 Months	500 Flight Hours

- Airplanes with less than 5,500 flight hours upon receipt of this service letter must comply with this inspection within 100 flight hours upon reaching 5,500 flight hours.
- If SID 57-10-14 has previously been complied with, the next inspection is due within the grace period flight hours or months (whichever occurs first) detailed in the center column, not to exceed 5,000 flight hours from the previous compliance.
- Recurring inspections must be completed every 500 flight hours.

NOTE: Example: The current airplane has 19,000 hours. Add 350 hours from the table to obtain a compliance time of 19,350 hours. From the maintenance records the last inspection was accomplished at 15,000 hours. Add 5,000 to obtain 20,000 hours. Thus the new inspection is due at 19,350 hours, the lesser of 19,350 and 20,000 hours.

**MATERIAL AVAILABILITY**

No parts are required to complete this service document.

**WARRANTY**

None

NOTE: As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the Customer Access link at [www.txtavsupport.com](http://www.txtavsupport.com) to register.