

**Aviation Fabricators  
805 North Fourth Street  
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Document No: AF-524  
Revision: (IR)  
Date: August 2, 2011

## ***INSTRUCTIONS FOR CONTINUED AIRWORTHINESS***

For

Spigot Assembly

**Document No.: AF-524**

**Revision "IR"**

**Revision Date: 08/02/11**

**Applicable to:**

**Hawker Beechcraft**

**Models:**

**65-90, 65-A90, & B90**

The information in the Instruction for Continued Airworthiness is FAA accepted material and complies with 14 CFR 23.1529, Instructions for Continued Airworthiness. It supersedes or adds to that provided in the Maintenance Manual for the Applicable Aircraft, only where covered in the items contained herein. For limitations and procedures not contained in the Supplement, consult the Component Maintenance Manual, or other approved airplane data.

**REVISION PAGE**

Document Title: Instructions for Continued Airworthiness

Updates to the ICA will be made by Aviation Fabricators Inc. Updates will be listed in the log of revisions and the effective pages will be listed below.

Log of Revisions				
REV. NO.	EFFECTED PAGE(S)	DESCRIPTION	DATE	APPROVED BY
IR	All	Initial Release	08-02-11	G.R. Lowe III

**LIST OF EFFECTIVE PAGES**

Page	Date	Rev
1	08/02/11	IR
2	08/02/11	IR
3	08/02/11	IR
4	08/02/11	IR
5	08/02/11	IR
6	08/02/11	IR
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## ABBREVIATIONS AND DEFINITIONS

<b>Abbreviations</b>	<b>Definitions</b>
AML	FAA Approved Model List (AML)
Detailed Inspection (DET)	An intensive examination of a specific item, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning and elaborate access procedures may be required.
FAA	Federal Aviation Administration
FAA MIDO	FAA Manufacturing Inspection District Office
General Visual Inspection (GVI)	A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight or droplight and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.
ICA	Instructions for Continued Airworthiness
Special Detailed Inspection (SDI)	An intensive examination of a specific item, installation , or assembly to detect damage, failure or irregularity. The examination is likely to make extensive use of specialized Inspection Techniques and/or equipment. Intricate cleaning and substantial access or disassembly procedure may be required.
STC	Supplemental Type Certificate

## **1.0 INTRODUCTION**

The purpose of this Maintenance Manual Supplement and Instructions for Continued Airworthiness (ICA) is to provide the maintenance technician with the information necessary to ensure the continued airworthiness of the Aviation Fabricators spigot assembly, per part number 18-0229 when installed in accordance with Aviation Fabricators design data included on drawing D-10682.

Modifications to an aircraft obligates the operator to include the maintenance information provided by this document into the operators aircraft Maintenance Manual and operator's aircraft scheduled maintenance program. This document defines supplementary maintenance operations and frequencies recommended by Aviation Fabricators Inc., to ensure the aircraft's airworthiness.

The information contained herein addresses the requirements specified in 14 CFR 23.1529, Instructions for Continued Airworthiness and supplements the basic Airplane Maintenance Manual only in those areas listed as pertains to the installation of the spigot assembly, as installed per the Aviation Fabricators' drawing D-10682. For limitations and procedures not contained in this supplement, consult the basic Airplane Maintenance Manual.

### **DATA**

All information to support the continued airworthiness of this modification is contained in:

Installation: Drawing D-10682

Parts: Refer to p/n 18-0229 per drawing D-10489

The spigot assembly is made of brass with chrome finish and has rubber rings and seals.

### **Design Change Control**

All data and changes to the parts and assemblies will be tracked per drawings D-10489 Rev IR and D-10682 Rev IR or later approved revisions.

Spigot Assembly  
P/N 18-0229

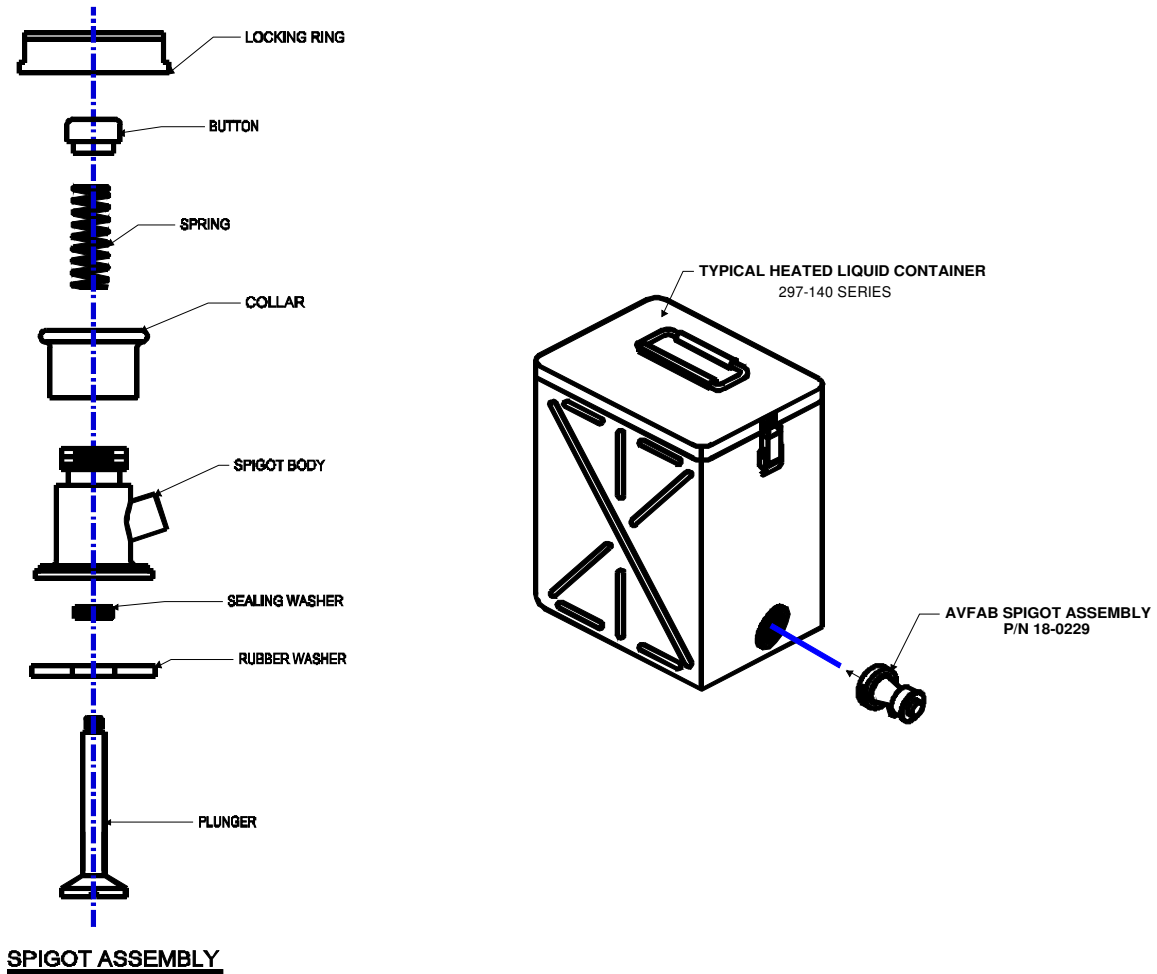


Figure 1.0A

## **2.0 INSPECTION REQUIREMENTS AND OVERHAUL SCHEDULE**

1. To comply with 14 CFR 23.1529, continue the spigot assembly on the same inspection and maintenance schedule used per the applicable aircraft Maintenance Manual.
  - a. The spigot assembly requires no service other than inspection at normal inspection schedule of 200 hours or 24 months whichever occurs first.
  - b. Perform a detailed visual inspection of the spigot assembly to detect apparent or obvious defects. If deformities are found the spigot assembly may be removed from the aircraft and returned to Aviation Fabricators for repair or replacement.
  
2. Inspection Time Limit for Spigot Assembly:

200 hour inspection or 24 months for the spigot assembly

<b>Task Code</b>			<b>Schedule</b>	<b>Date</b>	<b>Mech</b>	<b>Insp</b>
AFI-100	a.	Inspect for damage to attaching point for damaged threads or improper seating of the spigot assembly.				
AFI-101	b.	Inspect activation button of spigot for proper function and sealing.				
AFI-102	c.	Inspect overall spigot assembly for fit and function.				

## **3.0 DIMENSION AND ACCESS**

No change.

## **4.0 LIFTING AND SHORING**

No change.

## **5.0 LEVELING AND WEIGHING**

No change.

## **6.0 TOWING AND TAXIING**

No change.

## **7.0 PARKING AND MOORING**

No change.

## **8.0 PLACARDS AND MARKINGS**

None.

## **9.0 SERVICE INFORMATION**

### **Spigot Assembly Service Instructions:**

#### **A. Cleaning:**

Clean spigot assembly with typical soap and water. Rinse clean.

#### **B. Maintenance Instructions:**

Spigot Installation and Removal:

- a. Attach and remove spigot assembly from heated liquid container by threading on to and off of the unit's existing threaded fitting.

Disassembly:

- a. To disassemble the spigot assembly unscrew the button from the plunger (LH thread) and pull plunger from the spigot body.

Assembly:

- a. Assemble the spigot assembly by aligning the parts in order as shown on page 6 and screw button onto plunger (LH thread).

#### **C. RECOMMENDED OVERHAUL PERIODS**

No additional overhaul time limitations.



## ***10.0 AIRWORTHINESS LIMITATIONS***

The Airworthiness Limitations section is FAA approved and specifies maintenance required under Sec. 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

There are no Airworthiness Limitations to the aircraft with the addition of the window shade assembly installed by this STC.

## ***11.0 TROUBLESHOOTING***

For replacement parts or repair of damage parts contact Aviation Fabricators at (660) 885-8317.

Troubleshooting this installation should only be accomplished by FAA approved repair stations with the appropriate ratings or appropriately rated operator/individuals, with required test equipment and service data.