

Outboard Trailing Edge Box Wing Rebate Flanges — Special Detailed Inspection

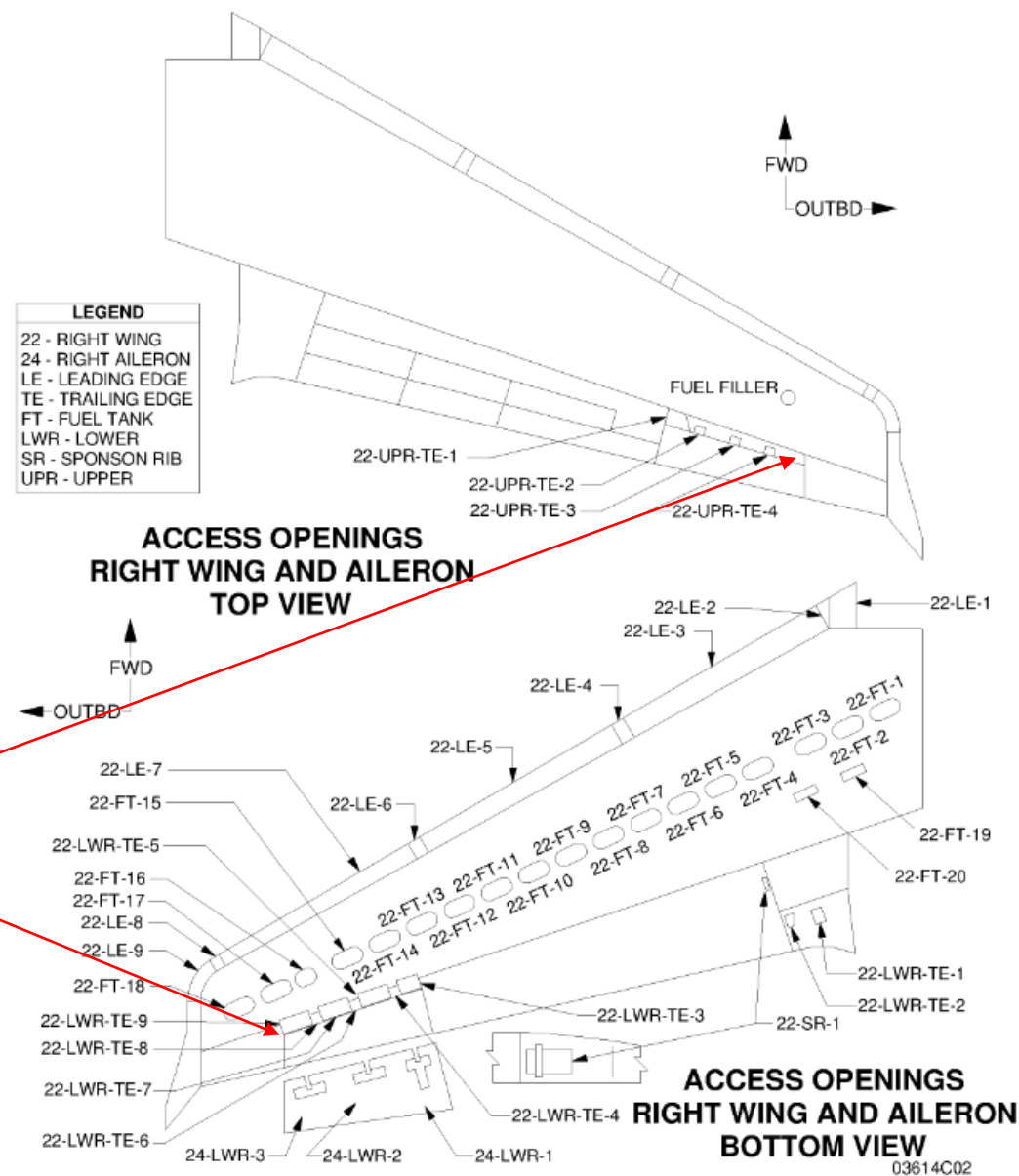
G450 AMM 57-50-00

GIV AMM 57-50-00

CMP 575019

Inspection begins in vicinity of Right Wing RBS 433.000

Using a borescope, inspect wing plank from edge of rear beam flange to aft edge of flange to which trailing edge attaches



Crack begins approximately three inches outboard from borescope access point and continues for approximately 6 inches.

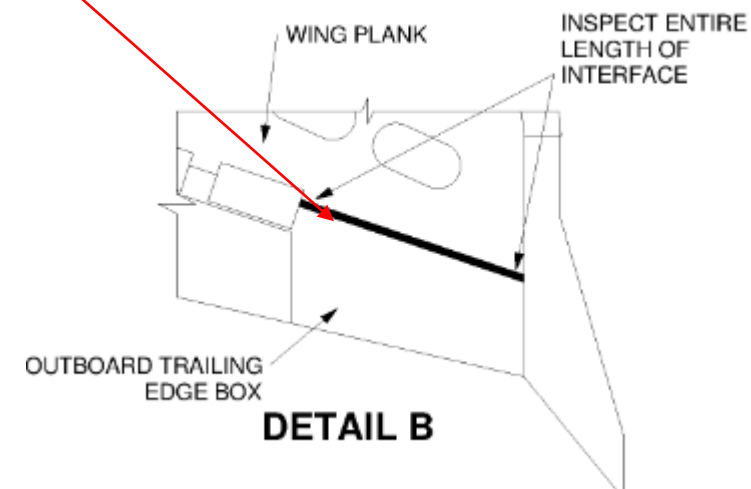
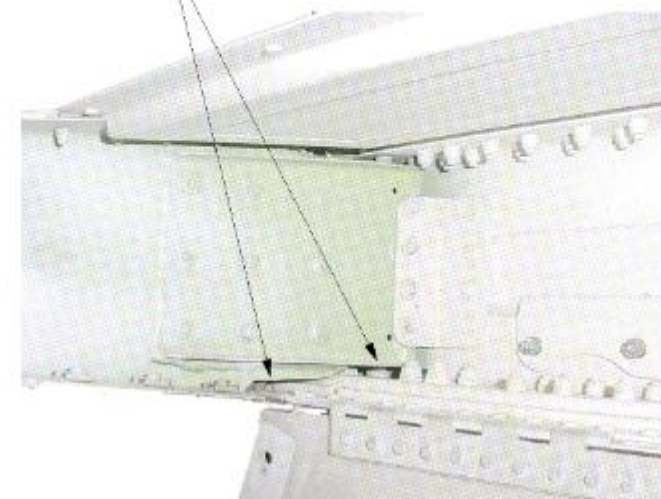
The left side of the picture is interface between the wing plank and the trailing edge box. The right side of the picture is the fasteners for the trailing edge box.

The pictures continue from inboard to outboard.

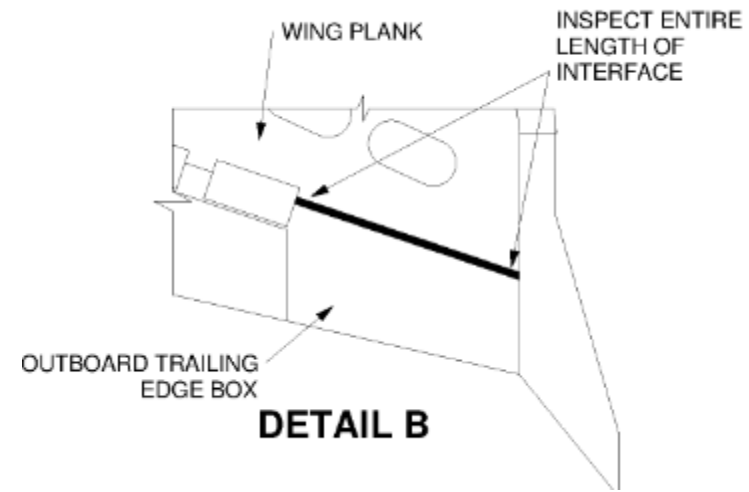


INSERT BORESCOPE INTO OPENINGS AND INSPECT WING REAR BEAM AND CAP ANGLES ALONG ENTIRE LOWER WING PLANK AREA. SEE INSET FOR SPECIFIC INSPECTION AREA.

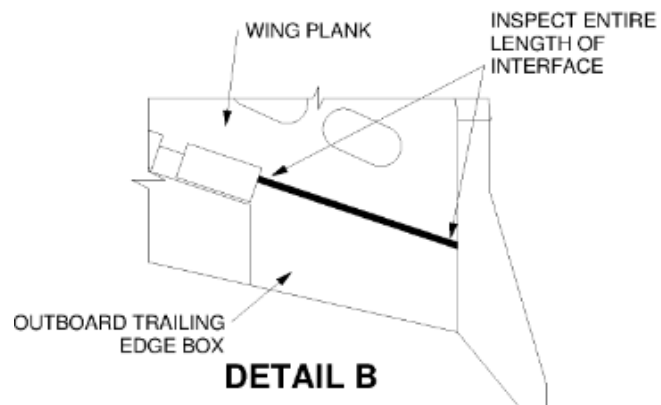
SEE DETAIL B



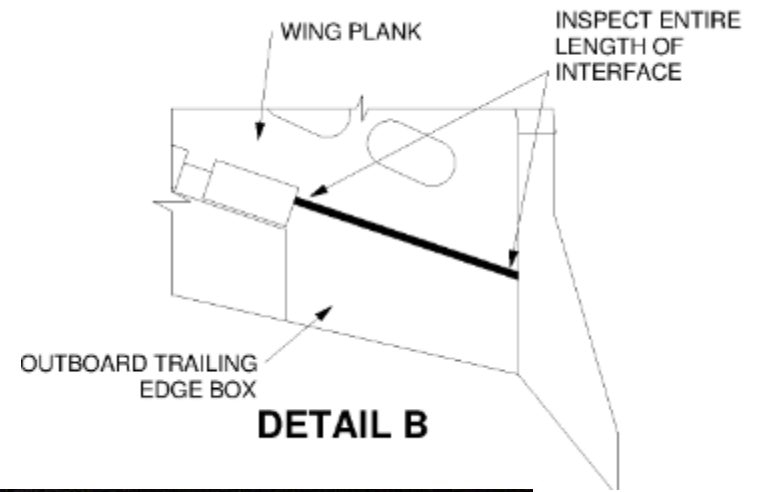
Approximately 1 inch from beginning of crack exfoliation becomes evident.



Exfoliation continues and approximately ½ inch gap becomes evident in the top material.



Approximately 6 inch from beginning of crack, exfoliation and crack stop.









Repair Process

- Cut out Corroded area per ENG. Documents
- Make plaster mold casting and send into repair control
- Repair control then makes a 3D print as well as first test piece
- Verify manufactured piece fits as stated in ENG. Documents
- Resubmit new mold if any defects noted. This process can take multiple molds
- Once verified install one piece CNC milled doubler on outside of wing skin plank.

