

## Airworthiness Directive

### Federal Register Information

This information is not available.

### Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

AD 64-05-01

BOEING Models 707 and 720 Series Aircraft

PDF Copy (If Available):

### Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective December 12, 1964.

### Regulatory Information

64-05-01 BOEING: Amdt. 689 Part 507 Federal Register February 21, 1964. Applies to All Models 707 and 720 Series Aircraft.

Compliance required as soon as the modification can be scheduled but not later than 1,000 hours' time in service after February 21, 1964, for aircraft with full span leading edge flaps and 2,000 hours' time in service after February 21, 1964, for aircraft without full span leading edge flaps. Within seven days after the effective date of this AD, each operator shall submit to his assigned FAA principal maintenance inspector for approval, a schedule for accomplishment of the modification.

To provide increased armoring protection of the wing skin over the fuel vent surge tanks against penetration by lightning strikes the following is required:

(a) Apply bonded laminate panels of 0.010 clad aluminum sheet and glass cloth scrim (approximately 20 by 36 inches) covering the upper and lower wing surfaces over the entire plan form area of the left and right-hand fuel vent surge tanks between the front and rear spars and from Wing Stations 939.312 to 959.312. Prepare wing surface and apply panels in accordance with Boeing Document DC6-8191.

(b) The rework shall be done in accordance with Boeing Service Bulletin No. 1642 dated June 22, 1962, or an equivalent means approved by the Engineering and Manufacturing Branch, FAA Western Region, Los Angeles, California.

(c) For those airplanes incurring damage or delamination to the armor paneling, if immediate repair or replacement is not possible, accomplish the following:

(1) Before further flight, trim loose or delaminated skin or scrim cloth in accordance with Boeing telegraphic message No. 6/7161/1/9602 dated April 9, 1964, or an FAA approved equivalent.

(2) Place a placard in the cockpit in full view of the pilot, prohibiting flight into areas of known thunderstorm or lightning activity.

(3) Within 125 hours' time in service after incurring damage to the armor skin, repair or replace the skin in accordance with Boeing telegraphic message No. 6/7161/1/9602 dated April 9, 1964, or an FAA approved equivalent. Upon accomplishment of this repair the flight restriction of (c)(2) is no longer applicable and the required placard may be removed.

(4) Equivalent means of compliance with (c)(1) and (3) shall be processed through the Aircraft Engineering Division, FAA Western Region, Los Angeles, California.

NOTE. - Boeing Service Bulletin 1642 (R-1) dated September 22, 1964, is an equivalent means of complying with paragraphs (b), (c)(1) and (c)(3).

(Boeing Service Bulletin No. 1642 dated June 22, 1962, and 1642(R-1) dated September 22, 1964, cover this same subject.)

This directive effective February 21, 1964.

Revised May 27, 1964.

Revised August 7, 1964.

Revised December 12, 1964.

#### [Footer Information](#)

#### [Service Bulletin Information](#)

Service Bulletin for the Lotus Notes Client :

#### [Comments](#)

AD 64-05-01 has the same amendment number as AD 68-25-02.