

Beechcraft 200 (Super King Air) Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/BEECH 200/68

KA-33 Cooling Blower

8/2001

Applicability: Beech Model B200, serial numbers BB-1314, BB-1449 through BB-1692 inclusive, equipped with Collins EFIS-84 System.

Requirement:

1. Install an in-line fuse holder, part number (P/N) HHJ-A, and install a one ampere slow-blow fuse, P/N MDL1, in the fuse holder, in accordance with either Raytheon Mandatory Service Bulletin SB 34-3269, issued January 2000 or Revision 1, revised October 2000.
2. Remove the fuse P/N GMW-1 from the Avionics Junction Box and install a new fuse P/N GMW-3, in accordance with either SB 34-3269 or SB 34-3269 Revision 1.

Note: FAA AD 2001-11-03 Amdt 39-12244 refers.

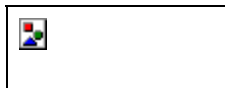
Compliance: For Requirement 1 - Within the next 600 hours time-in-service after the effective date of this Directive or the next six calendar months after the effective date of this Directive, whichever occurs first.

For Requirement 2 - Within the next 600 hours time-in-service after the effective date of this Directive or the next six calendar months after the effective date of this Directive, whichever occurs first.

This Airworthiness Directive becomes effective on 9 August 2001.

Background: The United States Federal Aviation Administration has received several reports of blower motors failing, seizing, smoking, and producing a burning odour that enters the cabin and passenger compartment. These events are the result of the blower motor having circuit protection of more than one ampere. This level of circuit protection does not prevent the blower motor from smoking and creating a burning odour should it fail or seize.

This Directive introduces measures intended to protect the blower motor circuit and reduce the possibility of emission of smoke or a burning odour into the cockpit or passenger compartment.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

29 June 2001