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 CASR 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.

Beechcraft 300 Series Aeroplanes

AD/BEECH 300/18 Engine Controls Cross Shaft 11/2004

Applicability: Raytheon (Formely Beech) model 300, 300LW, B300 and B300C aeroplanes having serial numbers as detailed in Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73–3634, dated September 2003.

Requirement:

1. Inspect the engine controls/cross shaft/pedestal for proper installation and carry out a torque check of the attach bolts, in accordance with Part I, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73–3634.

2. If any improper installation or wrong torque is found during any inspection required by Requirement 1 of this Directive, correct the installation or torque in accordance with Part I, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73–3634.

3. Unless previously accomplished modify the pedestal and replace the engine controls cross shaft hardware in accordance with Part II, Accomplishment Instructions of Raytheon Aircraft Company Mandatory Service Bulletin No. SB 73-3634.

   Modification of the pedestal and replacement of the engine controls cross shaft hardware is the terminating action for the repetitive inspection and re-torque requirements specified in Requirement 1 of this Directive.

Note 1: FAA AD 2004-17-02 Amdt 39-13774 refers.

Note 2: The aeroplane maintenance manual also addresses the issues detailed in Requirements 1,2 and 3 of this Directive.

Compliance: For Requirement 1: Initially inspect within the next 50 hours time-in-service (TIS) after the effective date of this Directive, unless already done within the last 50 hours TIS, and thereafter at intervals not to exceed 100 hours TIS until the modification in Requirement 3 of this Directive is done.

For Requirement 2: Before further flight.

For Requirement 3: At the next scheduled Maintenance/inspection interval or 12 calendar months after the effective date of this Directive, whichever occurs later.

Beechcraft 300 Series Aeroplanes

AD/BEECH 300/18 (continued)

You may do this modification before this time as terminating action for the repetitive inspection and retorque requirements.

This Airworthiness Directive becomes effective on 28 October 2004.

Background: This Directive is the result of numerous reports of loose bolts on the pedestal attachment of the throttle/prop cross shaft assembly. The requirements detailed in this Directive are to detect and correct loose bolts not securing the pedestal cross shaft, which could result in limited effectiveness of the control levers. This failure could lead to an aborted takeoff.

James Coyne
Delegate of the Civil Aviation Safety Authority

17 September 2004

The above AD is notified in the *Commonwealth of Australia Gazette* on 6 October 2004.