
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below repeals Airworthiness Directive (AD) AD/BEECH 33/37 and issues the following AD under subregulation 39.001 (1) of CASR 1998 and subsection 33 (3) of the *Acts Interpretation Act 1901*. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct an 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 33 and 35-33 (Debonair/Bonanza) Series Aeroplanes

**AD/BEECH 33/37
Amdt 1**

**Wing Forward Spar
Carry-Through Structure**

24/2014

Applicability: The following Beech Aircraft Corporation aircraft:

- (a) model 35-33, 35-A33, 35-B33, 35-C33, E33, F33 and G33 aircraft with serial numbers from CD-1 to CD1304 inclusive;
- (b) model 35-C33A, E33A and F33A aircraft with serial numbers from CE-1 to CE-1192 inclusive;
- (c) model E33C and F33C aircraft with serial numbers from CJ-1 to CJ-179 inclusive.

Requirement: Action in accordance with the technical requirements of Federal Aviation Administration of the United States of America (FAA) AD 95-04-03 Amendment 39-9155.

Note: Beech Service Bulletin 2360 refers.

Compliance: As specified in FAA AD 95-04-03 Amendment 39-9155 with a revised effective date of 28 November 2014.

The effective date of this AD is 28 November 2014.

Background: The FAA has received reports of cracks in the wing front carry-through frame structure. AD/BEECH 33/37 requires initial and repetitive inspections and repair or reinforcement if found cracked.

This AD replaces AD/BEECH 33/37 and updates the references to the relevant FAA AD to the latest issue from the FAA.



Mike Higgins
Delegate of the Civil Aviation Safety Authority

21 November 2014