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 39.001(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 36 (Bonanza) Series Aeroplanes

AD/BEECH 36/51 Landing Gear Up-lock Mechanism 6/2007

Applicability: Beechcraft Bonanza aircraft models 36 and A36, serial numbers E1 through E-283, inclusive.

Requirement: Using the information contained in Beechcraft Service Instructions (SI) No. 0448-211 at any FAA approved revision status:

1. Determine if each up-lock roller is of the greasible type (one having a drilled and grooved inner race).
2. Replace any non-greasible up-lock roller (one having a solid inner race) with the greasible type.
3. Install hollow zerk-ended mounting bolts on the up-lock rollers.
4. Lubricate the up-lock mechanism.

Note: FAA 2007-08-08 Amendment 39-15025 dated 06 April 2007 refers. FAA AD 2007-08-08 supersedes FAA AD 72-22-01 Amendment 39-1544.

Compliance:

1. Unless already accomplished, within 100 hours time in service (TIS) after the effective date of this AD.
2. Before further flight, after the determination required by Requirement 1 of this AD.
3. Unless already accomplished, within 100 hours TIS after the effective date of this AD.
4. Unless already accomplished, initially within 100 plus/minus 10 hours TIS, and repetitively thereafter, at intervals not to exceed 100 plus/minus 10 hours TIS.

This Airworthiness Directive becomes effective on 7 June 2007.

Beechcraft 36 (Bonanza) Series Aeroplanes

AD/BEECH 36/51 (continued)

Background: This AD results from a recent incident involving a Beechcraft Model 95-B55B (T-42A) airplane where a seizure of the uplock rollers occurred. The Requirements of this AD are aimed at decreasing the possibility of gear-up landings caused by seizure of the up-lock rollers.

David Punshon
Delegate of the Civil Aviation Safety Authority

26 April 2007