AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BEECH 36/48 and issues the following 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.

Beechcraft 36 (Bonanza) Series Aeroplanes

AD/BEECH 36/48 Amdt 1 — Right Hand Fuselage Rivets — 3/2003

Applicability:

Model	Serial Number
Group 1:	
A36	E-185 through E-3231; and E-3233
B36TC	EA-242 and EA-273 through EA-635
Group 2:	
36	E-1 through E-184
A36TC	EA1 through EA-241 and EA-243 through EA-272

Requirement: For Group 1 and Group 2 aircraft:

Inspect for missing rivets between fuselage station (F.S.) 83.00 and F.S. 91.00 at water line (W.L.) 90.3.

Inspect in accordance with the ACCOMPLISHMENT INSTRUCTIONS paragraph of Raytheon Mandatory Service Bulletin SB 53-3341 Revision 1, Revised May 2000, or SB 53-3341 Revision 2, Revised October 2002, and the Bonanza Series Maintenance Manual.

If rivets are found to be missing, before further flight, install these rivets.

Note: FAA AD 2003-01-01 Amdt 39-13012 refers.

Compliance: For Group 1 aircraft: Within 100 hours time-in-service after 22 March 2001.

For Group 2 aircraft: Within 100 hours time in service after 20 March 2003, unless already accomplished.

The compliance time remains unchanged for aircraft affected by the original issue of this Directive.

This Amendment becomes effective on 20 March 2003.

Beechcraft 36 (Bonanza) Series Aeroplanes

AD/BEECH 36/48 Amdt 1 (Continued)

Background: The manufacturer has identified several instances of missing rivets on affected aircraft. These rivets must be present for the fuselage to carry the ultimate load and prevent critical structural failure, with loss of aircraft control.

Amendment 1 is issued in response to a new FAA AD which corrects aircraft applicability.

The original issue of this Airworthiness Directive became effective on 22 March 2001.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

7 February 2003

The above AD is notified in the *Commonwealth of Australia Gazette* on 26 February 2003.