Beechcraft 400 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 400/21 Battery and External Power Ground 12/2001

Applicability: Model 400A series aeroplanes, serial numbers RK-78, RK-87 through RK-207 inclusive.

Requirement:

1. If not previously accomplished, replace the two bus bars, part number (P/N) 128-364239-17 and P/N 101-361146-1, with a new, improved bus bar, P/N 101-364046-231, in accordance with Raytheon Aircraft Service Bulletin SB 24-3253, dated January 1999.

2. Bus bars having either P/N 128-364239-17 or P/N 101-361146-1 shall not be installed on any Beech 400A series aeroplane.

Note: FAA AD 2001-20-07 Amdt 39-12455 refers.

Compliance: For Requirement 1 - Within 50 hours time in service after the effective date of this Directive.

For Requirement 2 - As of the effective date of this Directive.

This Airworthiness Directive becomes effective on 29 November 2001.

Background: The United States Federal Aviation Administration has received reports of electrical arcing at the battery and external power receptacle of the airframe ground in the aft fuselage due to a deficiency in the bus bar and washer design.

This Directive requires replacement of bus bars connecting the battery and external power receptacle to the airframe ground with a new, improved bus bar. This action is intended to prevent overheating or arcing of the ground connection in the aft fuselage area, which could result in a fire hazard due to ignition of fuel fumes during an engine start sequence.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

17 October 2001

The above AD is notified in the *Commonwealth of Australia Gazette* on 7 November 2001.