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.

Beechcraft 400 Series Aeroplanes

AD/BEECH 400/23 Engine Mount 4/2002 DM

Applicability: Model 400 series aircraft, serial numbers RJ-1 through RJ-65.

Model 400A series aircraft, serial numbers RK-1 and subsequent.

Model 400T series aircraft, serial numbers TT-1 through TT-180.

Model 400T-1 series aircraft, serial numbers TX-1 through TX-11.

Requirement: Perform a fluorescent penetrant inspection to detect cracking in the radius of the cutout of the aft flange of the left engine forward carry-through mount bracket, in accordance with Raytheon Safety Communique No. 189, Revision 1, dated January 2002.

If any cracking is detected, before further flight, replace the cracked part with a new bracket and fitting in accordance with Raytheon Maintenance Manual, Chapter 54-40-00. The replacement parts are identified in the Requirement document.

Note: FAA AD 2002-01-23 Amdt 39-12617 refers.

Compliance: At the later of the following times:

Before the accumulation of 1,500 total flight hours, or;

Within 25 flight hours or 14 days after 27 February 2002, whichever occurs first.

Repeat thereafter at intervals not to exceed 200 flight hours.

This Airworthiness Directive becomes effective on 27 February 2002.

Beechcraft 400 Series Aeroplanes

AD/BEECH 400/23 (continued)

Background: A report was received of cracking found on the aft flange of the left engine forward carry-through mount bracket during routine inspection. Inspection of other aircraft revealed similar cracking, and all aircraft had accumulated between 2,000 and 3,000 total flight hours.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

20 February 2002

The above AD is notified in the *Commonwealth of Australia Gazette* on 27 February 2002.