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 400/18 Wing Temperature Thermal Switch 7/2000

Applicability: Model 400A series aeroplanes, serial numbers (S/N) RK-01 through RK-188 inclusive; Model 400T (T-1A) series aeroplanes, S/N TT-01 through TT-180 inclusive; and Model 400T (TX) series aeroplane S/N TX-01 through TX-09 inclusive.

Requirement:

1. Replace the temperature switch assemblies of the wing ice protection system with new, improved switch assemblies in accordance with Raytheon Service Bulletin (SB) 30-3008 Revision 1, dated August 1999.

   Replacements accomplished in accordance with Raytheon SB 30-3008, dated March 1999, prior to the effective date of this Directive are considered acceptable for compliance with this Directive.

2. Switch assemblies having one of the following part numbers may not be fitted to any aircraft:

45AS63026-3	128-362038-1	128-361041-11
45AS63026-5	128-361038-3	128-361042-3
45AS63026-11	128-361041-3	128-361042-5
128-361037-1	128-361041-5	128-361042-9
128-361037-3	128-361041-9	128-361042-11

Note: FAA AD 2000-09-12 Amdt 39-11721 refers.

Compliance: For Requirement 1 - At the next scheduled maintenance inspection, but no later than 200 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 13 July 2000.

Background: The United States Federal Aviation Administration has received reports of electrical continuity problems with solder joints on the temperature switches of the wing ice protection system. These faults, if not corrected, could result in aircrew not being advised of an over-temperature situation on the leading edge of the wing resulting in possible structural damage to the wing.

This Directive requires replacement of temperature switch assemblies with new, improved versions with welded rather than soldered wiring joints.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

26 May 2000

The above AD is notified in the *Commonwealth of Australia Gazette* on 14 June 2000.