
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 95 (Travelair) Series Aeroplanes**AD/BEECH 95/32****Flap Flex Shaft Assembly****3/2002
DM**

Applicability: Beechcraft Model 95, B95, B95A, D95A and E95 aircraft, all serial numbers.

- Requirement:**
1. Review the aircraft records to determine if either the LH or the RH flap flex shaft, or the flap actuator has been replaced since 1 March 2000. If these components have not been replaced since 1 March 2000, no further action is required. Make an appropriate certification in the aircraft log book.
 2. If either a LH or RH flap flex shaft, or a flap actuator has been replaced since 1 March 2000, inspect the identification label for manufacture date of the flap flex shaft assemblies in accordance with Raytheon Service Bulletin 27-3478. Flex shafts manufactured before January 2000 and after April 2001 do not require replacement.
 3. Replace flap flex shafts that were manufactured between January 2000 through April 2001

Note: FAA AD 2001-23-10 refers.

- Compliance:**
1. Within 25 flight hours from the effective date of this Airworthiness Directive.
 2. Within 25 flight hours from the effective date of this Airworthiness Directive.
 3. Before further flight.

This Airworthiness Directive becomes effective on 30 January 2002.

Beechcraft 95 (Travelair) Series Aeroplanes

AD/BEECH 95/32 (continued)

Background: The manufacturer has advised there have been a number of flap flex shaft separations leading to flap asymmetric situations. These flap flex shaft failures have been attributed to improper heat treatment. Flex shafts manufactured between January 2000 and April 2001 are affected.



Gary John Carr
Delegate of the Civil Aviation Safety Authority

22 January 2002