

Beechcraft 50 (Twin Bonanza) Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BEECH 50/23 Amdt 2 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.

**AD/BEECH 50/23
Amdt 3**

Wing Front Spar

11/2000

Applicability: All models.

Requirement: Action in accordance with “Outboard Wing Main Spar Crack and Corrosion Inspection” in the Beechcraft Structural Inspection and Repair Manual 98-39006B3 as revised 28 May 1999, Chapter 57-10-00 Figure 208.

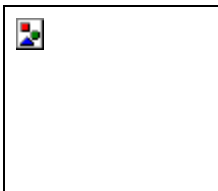
Compliance: Prior to exceeding 5 years from date of manufacture, and thereafter at intervals not exceeding 1 year.

Note: Aircraft already inspected in accordance with previous issues of this Directive, satisfy the initial inspection requirement of this issue.

This Amendment becomes effective on 2 November 2000.

Background: The original AD was issued in October 1973 and required inspection for corrosion in accordance with Beechcraft SI 0514-035. Amendment 1, issued in June 1973, reflected Revision 1 to the SI. Amendment 2 was raised in August 1990 to incorporate the use of the inspection method outlined in the Beechcraft Structural Inspection and Repair Manual, which supersedes Beechcraft SI 0514-035.

This Amendment results from a review of airframe ADs for the Beech heavy twin engine models, and updates the SIRM reference to reflect the current revision status. The inspections are ongoing but no additional work is required over and above the previous issue.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

21 September 2000