
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 39.001(1) of CASR 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 55, 58 and 95-55 (Baron) Series Aeroplanes**AD/BEECH 55/94****Propeller Accumulator Oil Tube****5/2007**

Applicability: Raytheon Aircraft Company (Beechcraft) Baron models 58 and G58 aircraft serial numbers TH-2097 through TH-2150, inclusive, with optional propeller unfeathering accumulators installed.

Requirement:

1. Inspect the left propeller accumulator oil tube assembly for chafing, in accordance with the provisions of Raytheon Aircraft Company (RAC) Mandatory Service Bulletin (MSB) No. SB 61-3806 original issue dated August 2006 or later FAA approved revisions.
2. If any chafing is found during the inspection per Requirement 1 of this AD, replace the propeller accumulator oil tube assembly in accordance with MSB 61-3806 original issue or later FAA approved revisions.
3. Reposition and secure with clamps the left manifold pressure hose and its metal identification tags to ensure clearance between it and all tubes, hoses, electrical wires, parts, components, and structure in accordance with MSB 61-3806 original issue or later FAA approved revisions.

Note: FAA Airworthiness Directive (AD) 2007-06-07 Amendment 39-14988 refers.

Compliance:

1. For airplanes that have not had a 100-hour time-in-service (TIS) inspection or the inspection following Raytheon Safety Communiqué No. 271, dated May 2006:

Within the next 25 hours TIS, after the effective date of this AD.

For airplanes that have had a 100-hour TIS inspection or the inspection following Raytheon Safety Communiqué No. 271:

Within the next 50 hours TIS, after the effective date of this AD.

2. Before further flight, after the inspection per Requirement 1 of this AD.
3. Before further flight, after the inspection or replacement required per Requirement 1 or Requirement 2 of this AD.

This Airworthiness Directive becomes effective on 10 May 2007.

Beechcraft 55, 58 and 95-55 (Baron) Series Aeroplanes

AD/BEECH 55/94 (continued)

Background: This AD results from several reports of chafing damage on the left propeller accumulator oil tube assembly, resulting in an in-flight-oil-leak from the left engine.

The actions required by this AD are intended to detect, correct, and prevent any chafing damage of the left propeller accumulator oil tube assembly, which could result in loss of engine oil. Loss of engine oil may lead to fire or smoke in the engine compartment, inability to unfeather the propeller, engine damage, or loss of engine power.

A handwritten signature in black ink, appearing to read 'Charles Lenarcic', with a stylized flourish at the end.

Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

27 March 2007