Airworthiness Directive Schedule

Aeroplanes

Beechcraft 60 and A60 Series (Duke)

22 February 2001

Notes

1. This AD schedule is applicable to Beechcraft 60 and A60 (Duke) aircraft, manufactured under Federal Aviation Administration (FAA) Type Certificate No. A12CE.
2. As there are no aircraft of this type currently registered in New Zealand this AD schedule is not being maintained. The schedule will be reactivated once the New Zealand Civil Aviation Authority receives an application to register an aircraft of this type. At that time the applicable ADs will include all those published by the state of design (FAA).
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/B60/1 **Airworthiness Directive Compliance at Initial Airworthiness Certificate Issue**

Applicability: All Model A60

Requirement: Compliance with the following FAA Airworthiness Directives (as applicable) is required:-

71-05-03 - Known icing conditions
72-22-04 - Elevator movement interference
74-05-05 - Pilot's side window
74-12-02 - Aft facing seats
74-24-03 - Strobe light system
75-06-09 - Elevator inboard hinge support
77-02-04 - Wing tip strobe lights
77-14-08 - Water in fuselage
80-04-07 - Outboard wing panel nuts
83-08-05 - Air conditioner modification
85-22-05 - Nut and bolt replacement
95-22-03 - Flight Manual Revision

Note: Each part of this AD (each individual FAA AD) shall be certified in the aircraft log book separately.

Compliance: Before issue of New Zealand Certificate of Airworthiness. Repetitive inspections to be accomplished at intervals not exceeding the times specified in the FAA Airworthiness Directives

Effective Date: 10 April 1998

DCA/B60/2 **Pressurisation System Outflow Safety Valves - Replacement**

Applicability: The following model 60 series that are equipped with AlliedSignal Aerospace outflow safety valves listed.

Model 60 and A60 S/N P-3 through P-246 with Kit No. 60-5024-1S incorporated, Model B60 S/N P-247 through P-307 with Kit No.60-5024-3S incorporated and B60 S/N P-308 through P-596.

Valve model 103598-2 S/N 16-808, 39-2434, 45-747, 87-1600, and 116-1238. Valve model 103648-1 S/N 11-4913 through 11-4916, 12-3832, 20-3006, 22-4950, 12-3912, 30-3076, 39-2412, 41-4918, 41-4919, 61-3300, 101-4920, 101-4922 through 101-4924, 101-4926 through 101-4931, 101-4933, 101-4935, 101-4936, 101-4938, 101-4940, 101-4941, 121-3683, 121-4942, 129-2904, and 129-2920.

Note: The above outflow/safety valves are referenced in AlliedSignal Aerospace SB 103570-21-4012 Rev 1, SB 103648-21-4022 Rev 1, and SB 103598-21-4024, Rev 1. In addition, Beech SB 2484 Rev 1 references the AlliedSignal SBs.

Requirement: To prevent outflow/safety valve cracking and consequent failure, which could result in rapid decompression of the aircraft, accomplish the following:-

Replace (with a new or serviceable valve) any outflow/safety valve that does not have one of the following:

The valve identification plate MOD RECORD stamped "PCA" (Poppet Change Accomplished); or

A valve with an inked ATD Quality Assurance "Functional Test (FT)" stamp that is dated June 1992, or later.
(FAA AD 97-23-17 refers)

Compliance: By 31 August 1998

Effective Date: 10 April 1998

DCA/B60/3 Severe Icing Conditions - Flight Manual Revision

Applicability: All model 60 series.

Requirement: To minimise the potential hazards associated with operating the aircraft in severe icing conditions (by providing more clearly defined procedures and limitations associated with such conditions), incorporate the following into the Aircraft Flight Manual (AFM):-

1. Limitations Section of the Aircraft Flight Manual

"WARNING

Severe icing may result from environmental conditions outside of those for which the aircraft is certificated. Flight in freezing rain, freezing drizzle, or mixed icing conditions (supercooled liquid water and ice crystals) may result in ice build-up on protected surfaces exceeding the capability of the ice protection system, or may result in ice forming aft of the protected surfaces. This ice may not be shed using the ice protection systems, and may seriously degrade the performance and controllability of the aircraft.

• During flight, severe icing conditions that exceed those for which the aircraft is certificated shall be determined by the following visual cues. If one or more of these visual cues exists, immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions.

- Unusually extensive ice accumulation on the airframe and windshield in areas not normally observed to collect ice.

- Accumulation of ice on the upper surface of the wing aft of the protected area.

- Accumulation of ice on the engine nacelles and propeller spinners farther aft than normally observed.

• Since the autopilot, when installed and operating, may mask tactile cues that indicate adverse changes in handling characteristics, use of the autopilot is prohibited when any of the visual cues specified above exist, or when unusual lateral trim requirements or autopilot trim warnings are encountered while the aircraft is in icing conditions.

• All wing icing inspection lights must be operative prior to flight into known or forecast icing conditions at night. This supersedes any relief provided by the Master Minimum Equipment List (MMEL)."

2. Normal Procedures Section of the Aircraft Flight Manual

"THE FOLLOWING WEATHER CONDITIONS MAY BE CONDUCIVE TO SEVERE IN-FLIGHT ICING:

• Visible rain at temperatures below 0 degrees Celsius ambient air temperature.

• Droplets that splash or splatter on impact at temperatures below 0 degrees Celsius ambient air temperature.

PROCEDURES FOR EXITINGTHE SEVERE ICING ENVIRONMENT:

These procedures are applicable to all flight phases from takeoff to landing. Monitor the ambient air temperature. While severe icing may form at temperatures as cold as -18 degrees Celsius, increased vigilance is warranted at temperatures around freezing with visible moisture present. If the visual cues specified in the Limitations Section of the AFM for identifying severe icing conditions are observed, accomplish the following:

• Immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the severe icing conditions in order to avoid extended exposure to flight conditions more severe than those for which the aircraft has been certificated.

• Avoid abrupt and excessive manoeuvring that may exacerbate control difficulties.

• Do not engage the autopilot.

• If the autopilot is engaged, hold the control wheel firmly and disengage the autopilot.

• If an unusual roll response or uncommanded roll control movement is observed, reduce the angle-of-attack.

• Do not extend flaps when holding in icing conditions. Operation with flaps extended can result in a reduced wing angle-of-attack, with the possibility of ice forming on the upper surface further aft on the wing than normal, possibly aft of the protected area.

• If the flaps are extended, do not retract them until the airframe is clear of ice.

• Report these weather conditions to Air Traffic Control."

Note: This may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer's flight manual revision that contains the wording per this AD.

3. Flight Crew Notification

Operators must ensure that flight crew are aware of the flight manual revision.
(FAA AD 98-04-24 refers)

Compliance: By 10 May 1998

Effective Date: 10 April 1998

DCA/B60/4 Cabin Heater Wiring - Modification

Applicability: Model 60 series S/N P-159, and P166 through P-596.

Requirement: To prevent the electrical circuit that operates the aircraft cabin heater from overheating, which could result in possible smoke/fire, modify the aircraft cabin heat control wiring per Raytheon Mandatory SB 24-3097.
(FAA AD 99-03-11 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 25 February 1999

*** DCA/B60/5 Lower Forward Wing Bolts - Inspection**

Applicability: Models 60, A60 and B60, S/N P-4 through P-596.

Requirement: To prevent fatigue failure of the wing bolts and consequent separation of the wing from the aircraft accomplish the following:-

Inspect the lower forward wing bolts (left and right) for the Mercury Aerospace trademark per Raytheon Mandatory SB 57-3328.

Prior to further flight, replace any lower forward wing bolt that has the Mercury Aerospace trademark with an approved bolt that does not have this trademark per SB 57-3328, and the instructions in the applicable maintenance manual.

From the effective date of this AD, do not install on any affected aircraft, a forward wing bolt that has the Mercury Aerospace trademark.
(FAA AD 2001-02-10 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 22 February 2001