

Airworthiness Directive Schedule

Aeroplanes

Hawker Beechcraft 76 Series (Duchess)

27 June 2019

- Notes:**
1. This AD schedule is applicable to Hawker Beechcraft Corporation 76 aircraft (formally Raytheon Aircraft Company and Beech Aircraft Company), manufactured under Federal Aviation Administration (FAA) Type Certificate No. A29CE.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the FAA website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and you can obtain them directly from the National Airworthiness Authority (NAA) websites. Links to the NAA websites are available on the CAA website at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.		5

DCA/B76/1 Rudder And Elevator Trim Tab Installation - Modification

- Applicability:** Model 76 aircraft, S/N ME-1 through to ME-62 and ME-66.
- Requirement:** Replace rudder and elevator trim tab push rods and rebalance control surfaces per Beechcraft Liberal SL 78-4.
(FAA AD 78-20-08 refers).
- Compliance:** Before further flight unless already accomplished.
- Effective Date:** 10 November 1978

DCA/B76/2 Fuel System - Modification

- Applicability:** Model 76 aircraft, S/N ME-1 through to ME-99 as detailed in Beechcraft SI 1054.
- Requirement:** Install a check valve in each tank outlet and fit improved selector valve per Beechcraft SI 1054. Parts I and II respectively.
- Compliance:** Within next 50 hours time in service unless already accomplished.
- Effective Date:** 3 August 1979.

DCA/B76/3 Main Landing Gear - Modification

- Applicability:** Model 76 aircraft, S/N ME-1 through to ME-228.
- Requirement:** Install larger clevis pins per Beechcraft SI 1073.
(FAA AD 79-17-06 refers).
- Compliance:** Within next 25 hours time in service, unless already accomplished.
- Effective Date:** 28 September 1979.

DCA/B76/4 Flight Controls - Inspection

- Applicability:** Model 76 aircraft, S/N ME-1 through to ME-149, ME-151 through to ME-164, ME-166, ME-168 through to ME-181, ME-184 through to ME-190, ME-192.
- Requirement:** Inspect aileron and rudder stop-bolt installations per Beechcraft SI 1087 and fit self locking nuts where required.
(FAA AD 79-23-06 refers).
- Compliance:** Within next 25 hours time in service, unless already accomplished.
- Effective Date:** 21 December 1979.

DCA/B76/5 Rudder Assembly - Modification

- Applicability:** Model 76 aircraft, S/N ME-1 through to ME-316 as detailed in Beechcraft SI 1116.
- Requirement:** Incorporate additional drainage holes and seal gaps in top of rudder and trim tab (if installed) per Beechcraft SI 1116.
- Compliance:** Within next 25 hours time in service unless already accomplished.
- Effective Date:** 18 April 1980.

DCA/B76/6 Engine Mount - Inspection

Applicability: All model 76 aircraft.

Requirement: Accomplish visual and dye penetrant inspections per Beechcraft SI 1147. Cracked mounts to be repaired as specified before further flight. (FAA AD 80-19-12 refers).

Compliance: Visual inspection - at intervals not exceeding 50 hours time in service.
Dye penetrant - within next 50 hours time in service and thereafter at intervals not exceeding 100 hours time in service.

Effective Date: 24 October 1980

DCA/B76/7 Elevator Control Cable - Inspection

Applicability: Model 76 aircraft, S/N ME-1 through to ME-435.

Requirement: To ensure integrity of elevator control cable and determine proper cable routing accomplish the following:

A. (1) Remove large inspection panel located in centre of bottom skin just aft of station 68 frame.

(2) Drill a 3/8 inch diameter inspection hole in forward flange to which inspection panel was attached as follows.

Centre hole laterally on elevator cable pulley and fore and aft on flange. Use a thin bucking bar or wood block between flange, pulley and cable to prevent damage to pulley and/or cable when drilling inspection hole.

(3) Deburr inspection hole and visually inspect elevator down cable for broken or frayed strands and ensure cable is on pulley under all three guard pins.

(4) If the cable is riding over any of guard pins replace P/N NAS 427K12 guard pins over which cable was routed, replace P/N NAS314-25-1411 cable and rig in accordance with Beech Model 76 Maintenance Manual.

(5) Reinstall inspection panel.

B. Aircraft may be flown to a location where provisions of paragraph A of this AD can be performed provided following is accomplished.

(1) Remove large inspection panel located in centre of bottom skin just aft of station 68 frame.

(2) Visually inspect elevator down cable for broken or frayed strands while elevator control column is slowly moved fore and aft. Pay particular attention to cable strands near elevator cable pulley.

(3) If no frayed or broken cable strands found, reinstall inspection panel.

Beechcraft Safety Communique 76-62 pertains to subject matter of this AD. (FAA telegraphic AD 82-02-03 refers).

Compliance: Before further flight

Effective Date: 13 January 1982

DCA/B76/8 Wing Structure - Fatigue Life Limitation

Applicability: All model 76 aircraft.

Requirement: Retire basic wing structure at 20,000 hours total time in service.

Effective Date: 24 September 1982

DCA/B76/9 NLG Door Linkage and Hinges - Inspection

- Applicability:** Model 76 aircraft, S/N ME-1 through to ME-437.
- Requirement:** To preclude the possibility of the NLG not extending, inspect and lubricate per Beechcraft SB 2310. If interference exists between links P/N 105-820000-27 and shaft P/N 105-820000-33 rectify per SB 2310 before further flight.
- Compliance:** Within next 50 hours.
- Effective Date:** 2 March 1990

*** DCA/B76/10B Main Landing Gear "A" Frames - Inspection**

- Applicability:** Model 76 aircraft, S/N ME-1 through to ME-437, that are not fitted with both a P/N 105-810023-83 (left) and P/N 105-810023-84 (right) main landing gear (MLG) "A" frame assembly.
- Note 1:** DCA/B76/10B is revised to align the AD applicability and the AD requirements with Textron Aviation Beechcraft Mandatory Service Bulletin (MSB) 32-4156, dated 3 May 2019.
Superseded DCA/B76/10A (FAA AD 97-06-10 refers) mandated the instructions in Textron Aviation Beechcraft Mandatory SB 2361 Revision III, which is no longer active.
MSB 2361 Revision III is now superseded by Textron Aviation Beechcraft Mandatory Service Bulletin (MSB) 32-4156, dated 3 May 2019.
- Requirement:** To prevent MLG failure due to a cracked "A" frame assembly, accomplish the following:
- Accomplish both a visual and a magnetic particle inspection on both the left and right MLG "A" frame assemblies for cracks per the the instructions in Textron Aviation Beechcraft Mandatory Service Bulletin (MSB) 32-4156, dated 3 May 2019 or later approved revision. Pay particular attention to the tips of the gussets and the small corrosion treatment hole adjacent to the gusset.
- If any MLG "A" frame assembly is found cracked, prior to further flight, replace the assembly with one of the following parts per Chapter 32 of the Raytheon Model 76 Maintenance Manual:
- (a) A new MLG "A" frame assembly with the same P/N as that found cracked. The 100 hour TIS repetitive inspection requirement still applies when this design "A" frame is installed.
- (b) A P/N 105-810023-83 (left) or P/N 105-810023-84 (right) main MLG "A" frame assembly, as applicable. Repetitive inspections per this AD are no longer required on a MLG "A" frame assembly incorporating this design configuration.
- (FAA AD 97-06-10 refers)
- Note 2:** Installing both P/N 105-810023-83 (left) and P/N 105-810023-84 (right) MLG "A" frame assemblies is a terminating action for this AD.
These MLG "A" frame assemblies still require the normal inspection requirements found in the maintenance manual during the 100 hour or 12 month (annual) inspection intervals.
- Compliance:** Within the next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
- Effective Date:** DCA/B76/10 - 22 March 1991
DCA/B76/10A - 9 May 1997
DCA/B76/10B - 27 June 2019

DCA/B76/11 Cancelled

- Effective Date:** 31 August 2000

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