

76

No. 2009
ATA Code 32-30

Kit No. 76-8005-1 S

SUBJECT: LANDING GEAR - INSPECTION OF NOSE LANDING GEAR ATTACH BOLTS AND INSTALLATION OF BUSHINGS

EFFECTIVITY: BEECHCRAFT Duchess 76, serials ME-1 through ME-437.

REASON: To reduce the possibility of the nose landing gear attach bolt holes becoming elongated.

COMPLIANCE: At the owner's discretion, however, Beech Aircraft Corporation recommends that this Service Bulletin be accomplished at the next scheduled inspection.

APPROVAL: Engineering data contained in this Service Bulletin is FAA approved.

MANPOWER: The following information is for planning purposes only:

Estimated man-hours: 3 hours.

Suggested number of men: 1 man.

The above is an estimate based on experienced personnel complying with this Service Bulletin. Occasionally, after work has started, conditions may be found which could result in additional man-hours.

MATERIAL: The parts required to accomplish this Service Bulletin are contained in Kit No. 76-8005-1 S. The kit may be ordered through BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers. The value of the kit required to incorporate this Service Bulletin on one airplane is to be advised. Price, when issued, will be subject to change without notice. Beech Aircraft Corporation expressly reserves the right to supersede, cancel and/or declare obsolete any kits or publications that may be referenced in this Service Bulletin without prior notice.

NOTICE

All BEECHCRAFT kits, unless otherwise designated, are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT kits may not be compatible with airplanes modified by STC installations or modifications other than BEECHCRAFT approved kits.

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Issued: March, 1984

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Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of two classes of Service Bulletins. MANDATORY (Red Border) Service Bulletins are changes, inspections and modifications that could affect safety. The factory considers compliance with these Service Bulletins mandatory. OPTIONAL (No Border) Service Bulletins cover changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance at the time of issuance, unless so stated in the publication. Due to the wide range of information covered by the OPTIONAL Service Bulletin, each owner/operator is responsible for conducting a thorough review of each Optional Service Bulletin and determine if compliance is required based on the applicability of the OPTIONAL Service Bulletin to his particular set of operating conditions. Both classes are mailed to:

- (a) BEECHCRAFT Authorized Outlets.
- (b) Owners of record on the FAA Aircraft Registration Branch List and the BEECHCRAFT International Owner Notification Service List.

- (c) Those having a publications subscription.

Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Authorized Outlet. As Service Bulletins are issued, temporary notification in the Service Bulletin Master Index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Bulletin and in accordance with the Beech Aircraft Corporation Warranty Policy.

Unless otherwise designated, Beech Aircraft Corporation Service Bulletins as well as BEECHCRAFT kits are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than BEECHCRAFT Approved kits.

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WARRANTY:

Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed on all affected airplanes which are within warranty at the time this Service Bulletin is released.

All warranty reimbursements are handled through franchised BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers. Owners and operators should arrange with these outlets to perform the work and have them submit the standard Beech Aircraft Corporation warranty claim form through BEEHCRAFT Parts and Equipment Marketing Wholesalers or International Distributors.

SPECIAL TOOLS:

None.

WEIGHT AND BALANCE:

None.

REFERENCES:

BEEHCRAFT Duchess 76 Maintenance Manual copies, P/N 105-590000-7 or subsequent, Chapters 7-00, 12-00 and 32-00.

PUBLICATIONS AFFECTED:

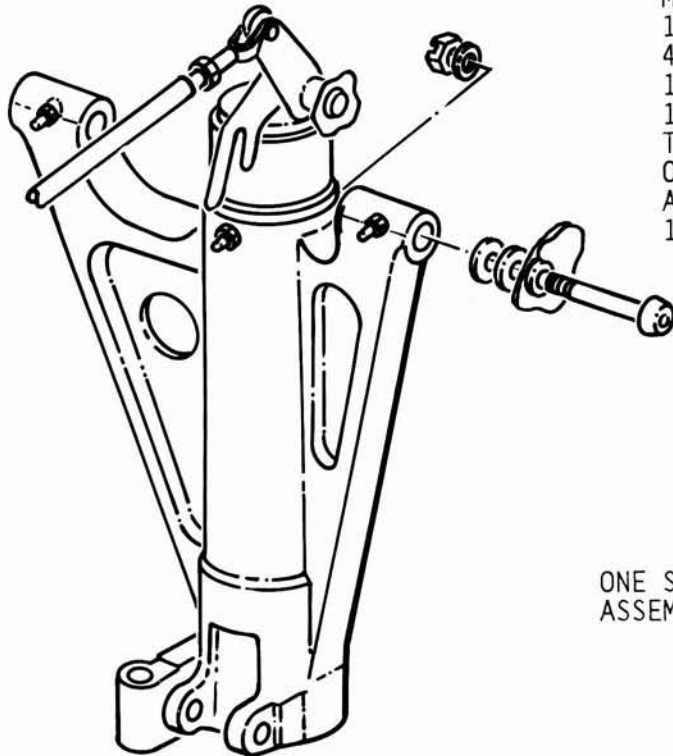
It is recommended that a note to "See Service Bulletin No. 2009" be made in all BEEHCRAFT Duchess 76 Parts Catalog copies, P/N 105-590000-9C or subsequent, Chapter 32-00.

ACCOMPLISHMENT INSTRUCTIONS:

This Service Bulletin may be accomplished as follows:

1. Refer to the Maintenance Manual, Chapter 7, and place the airplane on jacks. Open the manual extension valve to relieve system pressure and prevent inadvertent landing gear retraction.

2. Gain access to the nose landing gear attach bolts by removing the nose compartment access plates.



- MS20006-35 /M/ BOLT
- 105-410000-295 BUSHING (UNDER HEAD)
- 45-825011 BUSHING
- 100951S032YP WASHER
- 100951S016YP WASHER (AS REQUIRED TO OBTAIN A TOTAL END CLEARANCE OF .001 to .017 INCH)
- AN960-616 WASHER (UNDER NUT)
- 130909N25 NUT

ONE SIDE SHOWN. BOTH SIDES ASSEMBLED IN THE SAME MANNER

3. Refer to the Maintenance Manual and remove the nose landing gear strut assembly. This may be accomplished by disconnecting the steering arm, the lower end of the drag link and the nose strut brace pivot bolts. Discard the existing pivot bolts and chamfered washers. Retain the P/N 45-825011 bushings for reinstallation in Step 7.

NOTE

It may be necessary to move the heater temporarily to facilitate removal and installation of the landing gear strut assembly.

4. Carefully ream the pivot bolt holes in the left and right keels to .6250 to .6260 inch and chamfer the outboard side of the keels at a 45° angle and to a depth of .02 inch. Deburr the chamfered edges of the holes.

5. Clean the P/N 105-410000-295 flanged bushings with methyl ethyl ketone or equivalent and coat the P/N 105-410000-295 bushings with LOCTITE RC/601. Press the bushings into the pivot holes with the flanged side on the outboard side of the keel.

6. Allow the Loctite to harden undisturbed for at least three hours (or as specified in the instructions on the container) before reinstalling the nose landing gear strut.

7. Lubricate the landing gear bolts and the P/N 45-825011 bushings with Aerolubriplate and reinstall the nose landing gear strut.

8. Refer to the illustration and install the P/N 100951S032YP or P/N 100951S016YP washers to obtain a total end clearance of .001 to .017 inch.

9. Install the P/N MS20006-35 /M/ bolts with the bolt heads outboard of the keels.

10. Install the P/N AN960-616 washers, torque the P/N 130909N25 nuts to 72 to 108 inch-pounds.

11. Refer to the Maintenance Manual and reinstall the landing gear linkage and hardware which was removed in Step 3. Refer to the Maintenance Manual and re-rig the landing gear as necessary.

12. Refer to the Maintenance Manual, Chapter 12 and lubricate the landing gear pivot bolts.

13. Refer to the Maintenance Manual, Chapter 32-30 and perform a landing gear retraction test.

RECORD

COMPLIANCE:

Upon completion of this Service Bulletin, make an appropriate maintenance record entry specifying the kit identification number and the kit serial number. It is recommended that the parts list contained in the kit be filed for future reference until the listing of parts has been incorporated into the Parts Catalog.