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No. 2050
ATA Code 32-10

SUBJECT: LANDING GEAR - INSTALLATION OF AN IMPROVED FLATHEAD PIN ON THE MAIN LANDING GEAR FORK PIN

EFFECTIVITY: BEECHCRAFT A24R, B24R and C24R Sierra 200, serials MC-2 through MC-683.

REASON: To improve retention of the main landing gear fork pin by installing a larger diameter flathead pin.

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: 4 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 following parts required for this modification may be ordered through BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers.

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
MS20392-2C61	Flathead Pin	2
AN960-10L	Washer	2
MS24665-132	Cotter Pin	2

WARRANTY: None.

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

AW-1198, AW-1206 O

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- (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.

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Service Bulletin No. 2050

REFERENCES: BEEHCRAFT 19, 23, 24 Shop Manual, P/N 169-590015G or subsequent, Section 2.

PUBLICATIONS AFFECTED: It is recommended that a note to "See Service Bulletin No. 2050" be made in the following:
BEEHCRAFT 19, 23, 24 Parts Catalog copies, P/N 169-590012J or subsequent, Figure 202A.
BEEHCRAFT 19, 23, 24 Parts Catalog copies, P/N 169-590026E or subsequent, Figure 202A.

ACCOMPLISHMENT

INSTRUCTIONS: This Service Bulletin may be accomplished as follows:

1. Refer to the 19, 23, 24 Shop Manual, section 2 and place the airplane on jacks.

CAUTION

The landing gear circuit breaker should be pulled and the emergency landing gear extension valve should be open to relieve pressures in the hydraulic system when work is to be accomplished on the landing gear system. If the emergency landing gear extension valve is closed, movement of a hydraulic cylinder during maintenance may cause actuation of the nose gear downlock cylinder or other components.

2. Beginning with either side, remove the main landing gear door and the main landing gear fork pin from the landing gear fork and housing.

NOTE

The main landing gear fork pin may be tapped out with a slightly smaller diameter drift punch. The drift punch will aid in aligning the fork, housing and shims when reinstalling the pin. Care should be taken not to lose or damage any shims which may be installed between the fork and the housing.

3. Enlarge the flathead pin hole in the main landing gear fork pin as follows:

a. Use a #30 (.1285 inch diameter) drill bit as a guide through the flathead pin hole and clamp the main landing gear fork pin in a drill press.

b. Use a 3/16 inch carbide drill bit to enlarge the flathead pin hole in the main landing gear fork pin to .1875 inch diameter.

NOTE

The carbide drill bit must be kept sharp and well lubricated with 30 weight oil during the drilling operation. Should the landing gear fork pin be damaged during the drilling operation, a new P/N 169-810031-31 pin assembly should be ordered.

4. Enlarge the flathead pin hole in the main landing gear fork as follows:

a. The flathead pin hole in the main landing gear fork should be drilled half way through from the bottom forward side to .1875 inch diameter.

b. Insert the main landing gear fork pin in the main landing gear fork.

c. Align the hole which was partially drilled in step "a" with the hole in the main landing gear fork pin and use these holes as a guide to drill out the remaining portion of the .1875 inch diameter hole in the main landing gear fork.

5. Spot face the .1875 inch diameter hole on both sides of the main landing gear fork with a .50 inch diameter spot face.

NOTE

Depth of the spot face should be of sufficient depth to allow for a .50 inch diameter flat surface.

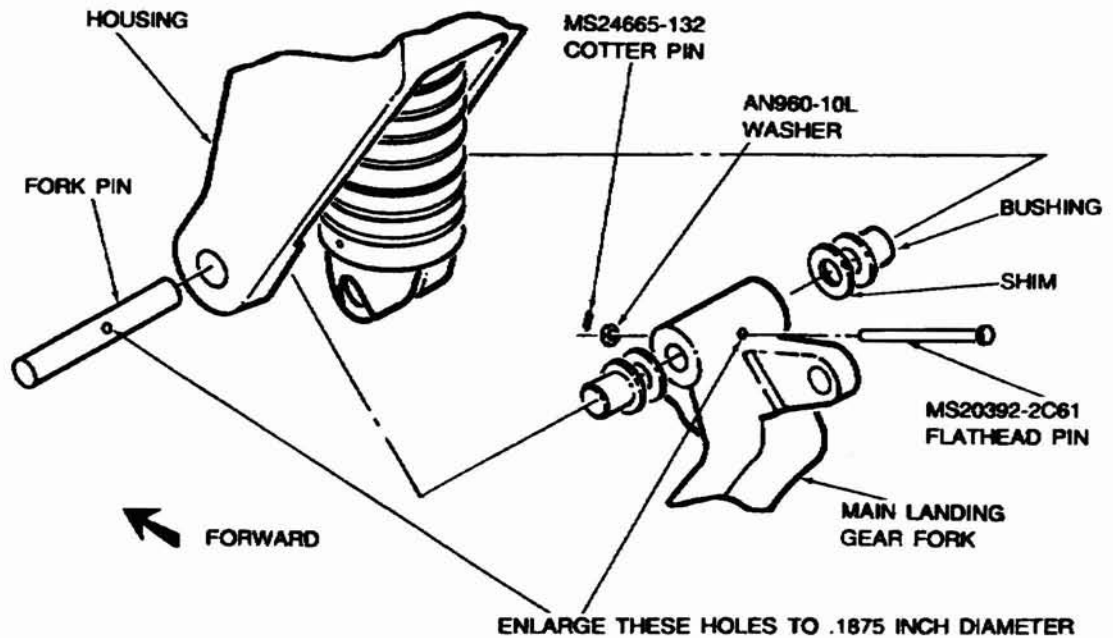
6. Remove the main landing gear fork pin, deburr all holes and clean all metal shavings from the pin and the fork.

7. Treat the bare metal areas on the main landing gear fork with Alodine No. 1200S (P/N of Amchem Products, Inc., 300 Brookside Ave., Ambler, PA 19002) (obtain locally) or equivalent and touch up paint as required.

8. Reinstall the main landing gear fork pin in the landing gear fork and housing. Refer to the illustration and install the new P/N MS20392-2C61 flathead pin, P/N AN960-10L washer, P/N MS24665-132 cotter pin.

9. Refer to the 19, 23, 24 Shop Manual, section 2 and lubricate the main landing gear assembly as required.

10. Reinstall all of the parts that were removed in step 2.



11. Repeat steps 2 through 10 on the other main landing gear.

12. Cycle the landing gear to ensure proper clearance and operation.

CAUTION

Do not adjust the 1 7/16 inch nut on top of the shock absorber compressor tube.

13. Remove the airplane from the jacks.

RECORD COMPLIANCE:

Upon completion of this Service Bulletin, make an appropriate maintenance record entry.