

19, 23

No. 2063
ATA Code 28-20

SUBJECT: FUEL - INSPECTION AND/OR MODIFICATION OF THE FUEL STRAINER PRIMER LINE OUTLET FITTING

EFFECTIVITY: BEECHCRAFT A23-19, 19A, M19A and B19, serials MB-1 through MB-520; B19 Sport 150, serials MB-521 through MB-905; 23,B23 and C23, serials M-175 through M-554 and M-1095 through M-1361; C23 Sundowner 180, serials M-1362 through M-2342.

REASON: To reduce the possibility of the engine primer tube contacting the floor skin.

COMPLIANCE: At the owner's discretion, however, Beech Aircraft Corporation recommends that this inspection and/or modification be accomplished as soon as possible after receipt of this Service Bulletin, but no later than 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 for inspection: .5 hour.
Estimated man-hours to replace the fuel strainer primer line outlet fitting: 1 hour.
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 P/N AN822-2D elbow and the P/N 169-920000-261 tube assembly, if required, may be ordered through BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers. The value of the parts, if required, to incorporate this Service Bulletin on one airplane is to be advised. Prices, when issued, will be subject to change without notice.

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 BEECHCRAFT 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 BEECHCRAFT Parts and Equipment Marketing Wholesalers or International Distributors.

SPECIAL TOOLS: None.

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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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WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS

AFFECTED: It is recommended that a note to "See Service Bulletin No. 2063" be made in the following:

BEECHCRAFT 19, 23 and 24 series Parts Catalog copies, P/N 169-590012J or subsequent, Figure 281;

B19, C23 and C24R series Parts Catalog copies, P/N 169-590026D or subsequent, Figure 281.

ACCOMPLISHMENT

INSTRUCTIONS: This Service Bulletin may be accomplished as follows:

1. Remove the access panel at the fuel strainer on the lower right side of the fuselage, just aft of the fire wall.
2. Inspect for an AN type fitting installed in the top of the fuel strainer connecting the engine primer tube assembly. If an AN822-2D elbow is installed, proceed to Step 7. If an AN816-2D straight nipple is installed, proceed to Step 3.
3. Turn the fuel selector valve to the "OFF" position and drain the fuel strainer.

NOTE

If fuel continues to flow from the drain valve, the fuel selector valve may require an overhaul or replacement.

4. Disconnect the engine primer tube from the AN816-2D fitting located on top of the fuel strainer.

NOTE

Some residual fuel may be present in the primer tube and run out when the tube is disconnected from the fitting.

5. Remove the AN816-2D fitting from the fuel strainer and install the AN822-2D elbow (facing forward and outboard to align with the engine primer tube). Seal the elbow with Teflon tape.

CAUTION

Make certain that the Teflon tape does not cover the bottom two threads or the end of the fitting. DO NOT use any lubricant or sealer on the flare-end of the elbow.

6. Reconnect the engine primer tube by carefully hand-forming the tube to align with the AN822-2D elbow. Use caution not to cause any sharp bends or kinks in the tubing.
7. Inspect the engine primer tube routing to ensure that it does not contact the structure of the airplane.

NOTE

Inspect the engine primer tube for any evidence of chafing. If chafing is noted replace the tube with a P/N 169-920000-261 engine primer tube assembly.

8. Turn the fuel selector valve to the "ON" position and check for leaks. It is recommended that the fuel strainer drain valve be opened to make certain the fuel is on and to operate the primer to check the AN822-2D elbow for leakage.
9. Reinstall the access panel.

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