

19, 23, 24

No. 2182
ATA Code 27-40
Recurring Inspection

SUBJECT: FLIGHT CONTROLS - INSPECTION OF STABILATOR HINGE BRACKETS FOR WORKING RIVETS

**OPERATIONAL
BENEFITS:**

Beech Aircraft Corporation is issuing this Service Bulletin to provide an inspection which will determine if there are any loose or broken rivets at the stabilator hinge fuselage attach points. Loose or broken rivets at the stabilator hinge fuselage attach points could result in loss of airplane pitch control.

EFFECTIVITY:

BEECHCRAFT A23-19, 19A, M19A and B19, serials MB-1 through MB-520;

B19 Sport 150, serials MB-521 through MB-905;

23, A23, A23A, B23 and C23, serials M-1 through M-1361;

C23 Sundowner 180, serials M-1362 through M-2156, M-2158 through M-2392;

A23-24 and A24, serials MA-1 through MA-368;

A24R, serials MC-2 through MC-95;

A24R, B24R and C24R Sierra 200, serials MC-96 through MC-795.

COMPLIANCE:

Beech Aircraft Corporation considers this to be a mandatory inspection/modification and it should be accomplished prior to the next flight of the airplane.

Reinspect the LH and RH stabilator hinges for working rivets at each 100 service hours or annual inspection (normal category) or 25 service hours or annual inspection (acrobatic category) until further notice.

An Airworthiness Directive has been requested on this subject.

No BECP M

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1 of 4

MANDATORY

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.

Service Bulletin No. 2182

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: 1 hour.

Estimated man-hours for replacement of stabilator hinge fasteners: 6 hours.

Suggested number of men: 2 men.

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 MS20470AD-5 (or -4 as appropriate) rivets, P/N CR2249-5 (or -4 as appropriate) Cherrylock rivets, P/N AN525-10 screws, P/N AN960-10 washers and P/N AN365-1032 nuts, if required for this modification, may be ordered through a BEECHCRAFT Authorized Outlet or procured from local sources. The value of the parts required to perform this modification 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.

Warranty coverage offered in this Service Bulletin will expire 12 months from the last day of the month this Service Bulletin is issued. After this date, the owner/operator assumes the responsibility for the compliance and cost. Beech Aircraft Corporation reserves the right to void continued warranty coverage in the area affected by this Service Bulletin if this Service Bulletin is not complied with.

All warranty reimbursements are handled through franchised BEECHCRAFT Authorized Outlets. 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 a BEECHCRAFT Authorized Outlet.

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS AFFECTED: It is recommended that a note to "See Service Bulletin No. 2182" be made in the following:

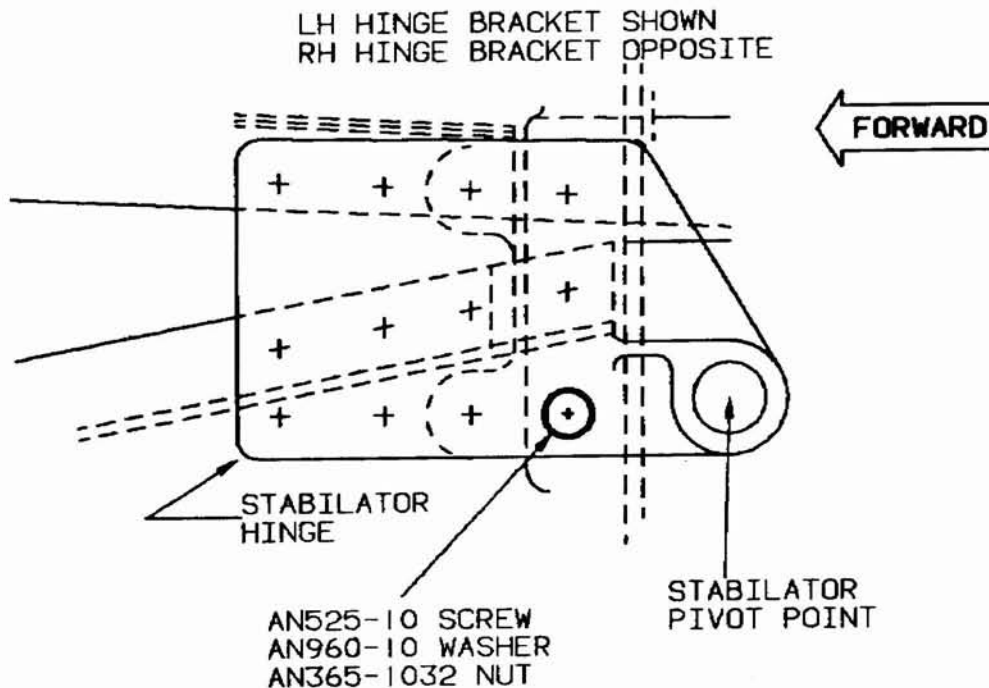
BEECHCRAFT 19, 23 and 24 Series Parts Catalog, P/N 169-590012J or subsequent, Appropriate Figure;

BEECHCRAFT B19, C23, C24R Parts Catalog (MB-866 and after; M-1971, M-1980 and after; MC-533, MC-537 and after) P/N 169-590026E or subsequent, Figure 103.

ACCOMPLISHMENT

INSTRUCTIONS: This Service Bulletin may be accomplished as follows:

1. Refer to Figure 1 and visually inspect both the LH and RH stabilator hinges, at the fuselage attach point, for broken, loose or working rivets as follows:
 - a. Inspect for cracks in paint around the circumference of a rivet head.
 - b. Inspect for black discoloration which appears as residue working out from beneath the rivet head.
 - c. Inspect for any gap between the rivet head and airplane skin.
2. If none of the above conditions exist and the LH and RH stabilator hinges appear to be in a normal and secure configuration, no further action is necessary at this time.
3. If any rivet on either the LH or RH stabilator hinges is found to be working, all rivets on both hinges must be replaced with P/N MS20470AD-5 or -4 (as appropriate) rivets of the appropriate length for material thickness.



INSPECT ALL STABILATOR HINGE RIVETS FOR CONDITION AND SECURITY
Figure 1

Service Bulletin No. 2182

4. Refer to the Shop Manual and remove the stabilator.

NOTE

Replace the rivets in horizontal rows (one row at a time) to maintain stabilator hinge/fuselage alignment. See illustration.

5. If an oversize fastener is required, enlarge the hole as required to accept a P/N CR2249-5 or -4 (as appropriate) Cherrylock rivet (NAS1738-5) of the appropriate length for material thickness.
6. If rivet replacement has been accomplished, replace the existing screws, washers and nuts on both the LH and RH stabilator hinges with new P/N AN525-10 screws, new P/N AN960-10 washers and new P/N AN365-1032 nuts.
7. If problems are encountered during the rivet replacement procedure, contact: Beech Aircraft Corporation Commercial Service Department, Phone (316) 681-7265, International TELEX No. 203603.
8. Refer to the Maintenance Manual and reinstall the stabilator.
9. Reinspect the LH and RH stabilator hinges as described in a, b and c above at each 100 service hour interval (normal category) or each 25 service hour interval (acrobatic category) until further notice.

RECORD

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

NOTE

If you are no longer in possession of this airplane, please forward this information to the present owner.