

**SUBJECT:** ELECTRICAL POWER - REMOVAL OF REVERSE CURRENT DIODE FROM ALTERNATOR SYSTEM

**OPERATIONAL  
BENEFITS:**

Beech Aircraft Corporation is issuing this Service Bulletin to reduce the possibility of the subject diode overheating and causing smoke in the cockpit. Subsequent review reveals the diode to be unnecessary, therefore, it should be removed from the electrical circuit on all affected airplanes.

**SYNOPSIS OF  
CHANGE:**

Changed Step 4 to reflect 8 gage wire which conforms to P/N MIL-W-22759/16 or MIL-W-5086.

**EFFECTIVITY:**

BEECHCRAFT Skipper 77, serials WA-1 through WA-312.

**COMPLIANCE:**

Beech Aircraft Corporation considers this to be a mandatory modification and it should be accomplished as soon as possible after receipt of this Service Bulletin, but no later than the next 100 service hours.

An Airworthiness Directive has been requested on the matter covered by this Service Bulletin.

**APPROVAL:**

Engineering data contained in this Service Bulletin is FAA approved.

**MANPOWER:**

The following information is for planning purposes only:

Estimated man-hours: 1 hour.

Suggested number of men: 1 man.

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

**MATERIAL:**

The 8 gage wire and terminals required for this modification may be procured from local sources or may be ordered through a BEECHCRAFT Authorized Outlet. The value of the part required to accomplish this modification on one airplane is to be advised. Price, 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.

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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.

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 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. 2201, Rev. I" be made in the following:

BEECHCRAFT Skipper 77 Wiring Diagram, P/N 108-590000-15C or subsequent, Chapter 24-00.

**ACCOMPLISHMENT**

**INSTRUCTIONS:** This Service Bulletin may be accomplished as follows:

1. Turn off and disconnect all electrical power and disconnect the battery.
2. Gain access to the alternator reverse current diode which is located on the forward side of the Power Control Quadrant Panel.
3. Remove and discard the reverse current diode.
4. Cut a piece of 8 gage wire which conforms to MIL-W-22759/16 or MIL-W-5086, approximately 70 inches long.
5. Attach terminals to the ends of the wire as follows:
  - a. Attach either a P/N 330968 or P/N 332042 terminal (P/N's of AMP Inc., Harrisburg, PA) to the alternator terminal of the wire.
  - b. Attach a P/N 322047 terminal to the bus bar end of the wire.
6. Permanently mark the wire "P10A8" within three inches of both ends.
7. Refer to the illustration and replace existing wires P10A8 and P11A8 with the wire fabricated in Steps 4 through 6.
8. Restore electrical power to the airplane.

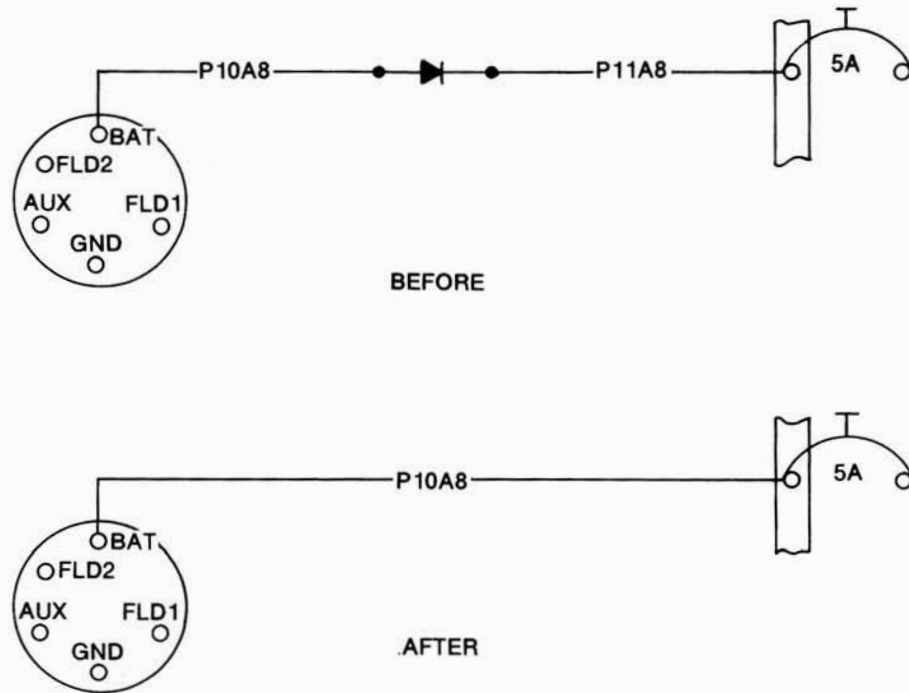


Figure 1

**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.