

No. 63-2

Issued: July 30, 1963

SUBJECT: SAFETY OF AILERON AND FLAP BOLTS

AIRPLANES AFFECTED: Model 23, M-1 through M-462

REASON: To provide additional safety for bolts.

ACCOMPLISHMENT: As soon as possible, but not later than 25 hours after receipt of this bulletin.

DESCRIPTION: This bulletin provides instructions for: (1) safetying the hinge bolts on the outboard ends of the ailerons, (2) safetying the aft attach bolt of the flap push-pull tubes, and (3) replacing the nutplates on the aileron bellcrank pivot bolts with locknuts. These changes are being factory accomplished on Serials M-463 and after.

SAFETYING OF OUTBOARD HINGE BOLTS ON AILERON. (See Figure 1.)

- a. With the outboard end of each aileron adequately

supported, replace the outboard hinge bolts with AN4H-6A bolts. If AN4H-6A bolts are not readily available, the existing bolts can be drilled for safety wire with a #50 drill and reinstalled in the hinge. Be sure to re-install the AN960-416L washer under each bolt head. Torque the bolts to approximately 70 inch-pounds.

b. Drill a #50 hole in the outer segment of each aileron hinge at the approximate location shown in Figure 1 below.

c. Insert .032 lock wire (MS20995F32) through the hole in the bolt heads and safety to the newly drilled holes in the hinge.

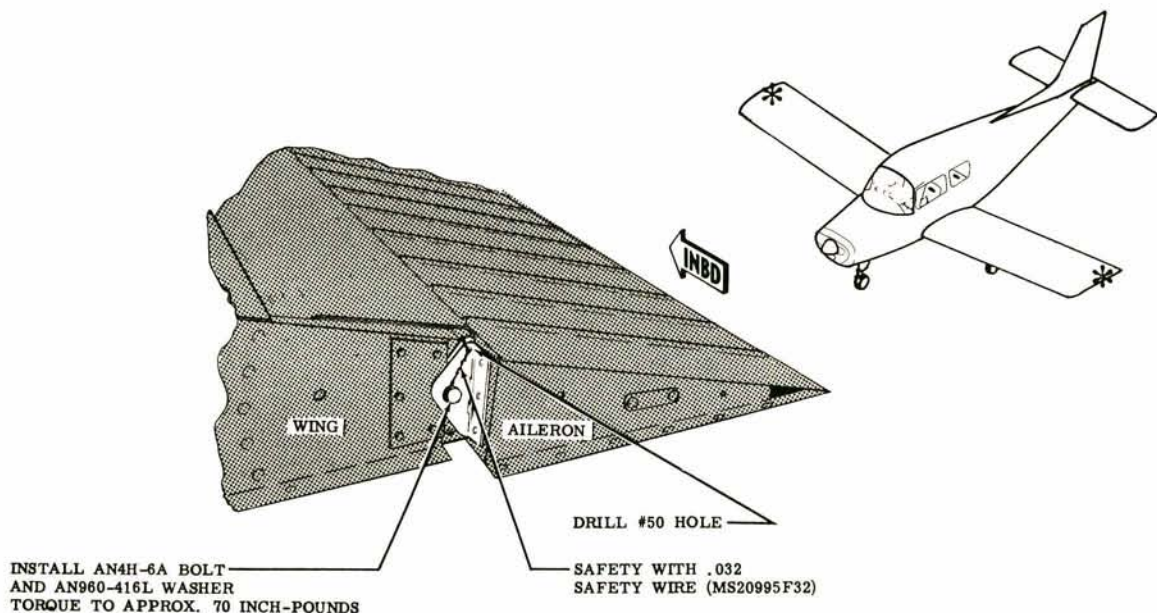


Figure 1. Outboard Aileron Hinge (LH Wing Shown with Wing Tip Removed)

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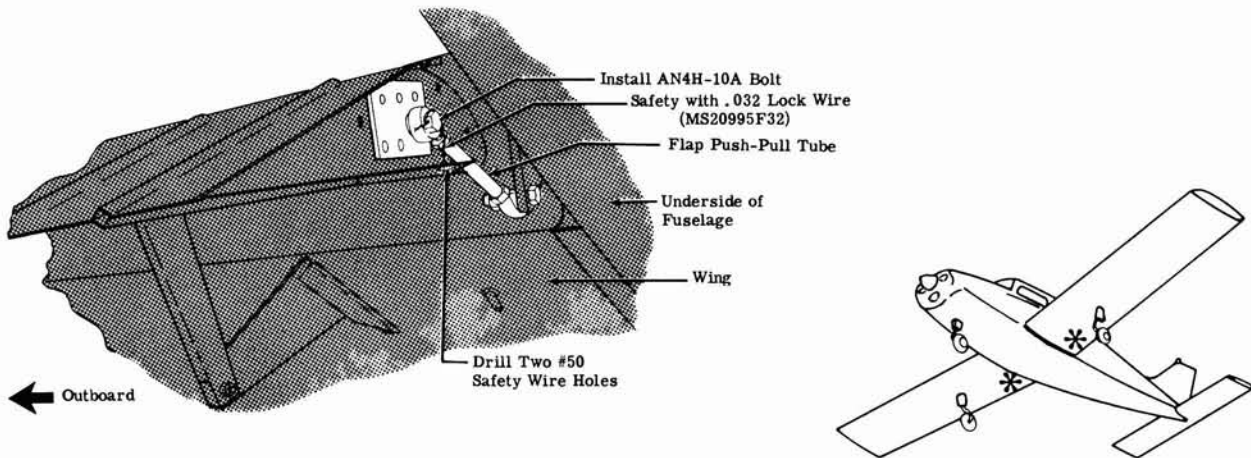


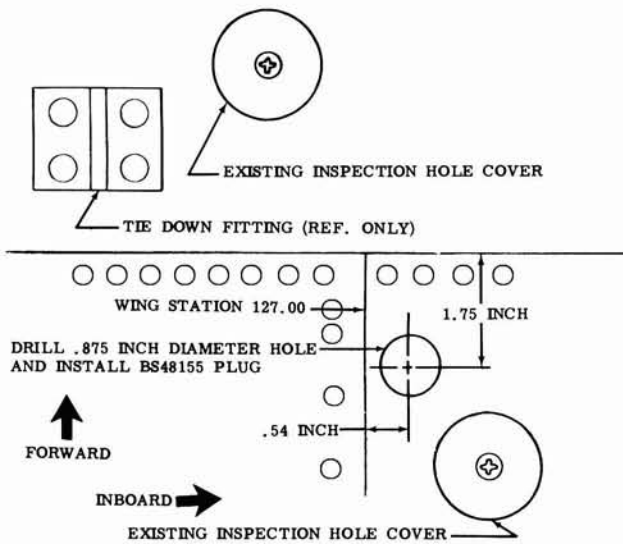
Figure 2. Inboard End of Flap (LH Flap Shown Down)

SAFETYING OF AFT ATTACH BOLTS ON FLAP PUSH-PULL TUBES. (See Figure 2)

- a. Remove the bolts that attach the flap push-pull tubes to the inboard end of each flap, and install AN4H-10A bolts in their place. If AN4H-10A bolts are not readily available, the heads of the existing bolts can be drilled for safety wire with a #50 drill.
- b. Drill two #50 holes approximately 0.20 inches apart in the flap skin at the approximate location shown in Figure 2. The holes should be drilled about 0.13 inches from the inboard edge of the flap skin.
- c. Safety the bolts as shown in Figure 2, using .032 lock wire (MS20995F32).

REPLACEMENT OF NUTPLATE WITH LOCKNUT ON AILERON BELLCRANK PIVOT BOLT.

- a. Drill a 0.875 inch diameter hole in the lower wing skin, directly below the bellcrank pivot bolt to permit access to the nut end of the bolt. (See Figure 3 for exact location.) Remove the existing access cover from the top side of the wing to permit access to the head of the pivot bolt.
- b. Drill out the nutplate attaching rivets, and remove the nutplate from each pivot bolt without removing the bolt from the bellcrank mounting bracket. If the bolt is removed from the hole in the lower bellcrank bracket, the aileron cables will have to be loosened and then rerigged in accordance with the Model 23 Owners Manual.
- c. Install an AN365-428C nut and AN960-416 washer on each bolt.
- d. Reinstall the access cover above the pitot bolt, and install a BS48155 plug in the newly drilled access hole below the pivot bolt.



PARTS REQUIRED: Two AN4H-6A bolts, two AN4H-10A bolts, two AN365-428C nuts, two BS48155 plugs, two AN960-416 washers, and approximately two feet of MS20995F32 safety wire are required.

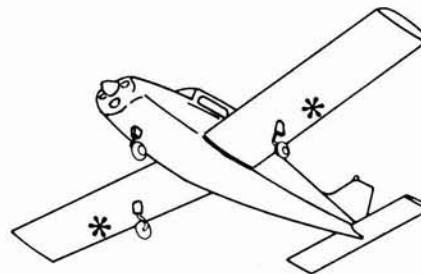


Figure 3. Access Hole for Aileron Bellcrank Pivot Bolt (Underside of LH Wing Shown)