



CLASS II

SERVICE INSTRUCTIONS

19, 23, 24

No. 0683-394, Rev. I
ATA Code 34-10

Kit No. 23-5008-1 S

SUBJECT: INSTRUMENTS - PITOT AND STATIC SYSTEM - INSTALLATION OF OPTIONAL EMERGENCY STATIC AIR VALVE

SYNOPSIS OF CHANGE: ACCOMPLISHMENT INSTRUCTIONS are simplified and revised parts are added to the kit.

EFFECTIVITY: BEECHCRAFT A23-19, 19A, M19A and B19, serials MB-1 through MB-520;
B19 Sport 150, serials MB-521 and after;
23, A23, A23A, B23 and C23, serials M-2 and M-4 through M-1361;
C23 Sundowner 180, serials M-1362 and after;
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 and after.

REASON: To provide an optional static air valve that will supplement the normal static air system source. The new valve provides an alternate source of static air to the instruments in the event the normal source becomes restricted with ice or other foreign matter.

COMPLIANCE: At the owner's discretion. Previous compliance with the original Service Instructions satisfies the intent of this revision, and no additional rework is required.

DESCRIPTION: The static air tube is cut and an optional emergency static air valve is installed in the line. An FAA Approved Airplane Flight Manual is to be placed with the Owner's/Pilot's Operating Manual. This is an FAA Approved Airplane Flight Manual for the Emergency Static Air Source and is to be kept with the airplane at all times.

APPROVAL: FAA Approved - DOA CE-2.

MANPOWER: The following information is for planning purposes only:

Estimated man-hours: 3 hours.
Suggested number of men: 1 man.

MATERIAL: The parts required for this modification are contained in Kit No. 23-5008-1 S. The kit is available through your BEECHCRAFT Parts and Service Outlet at a suggested selling price to be advised. Price, when issued, will be subject to change without notice.

CLASS II

AW-1049, AW-1091

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1 of 4

Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of three classes of Service Instructions. CLASS I (Red Border) are changes, inspections, and modifications that could affect safety. The factory considers compliance mandatory. CLASS II (Green Border) covers changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance, unless specified at the time of issuance. Class I and II are mailed to:

- (a) BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers.
- (b) Owners of record on the FAA Registration list and the

BEECHCRAFT International Owner Notification Service List.
(c) Those having a publications subscription.

CLASS III (No Border) covers changes which are optional, maintenance aids, product improvement kits and miscellaneous service information. Compliance is at the owner or operator's prerogative. Copies of Class III are distributed per a and c above. Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Aero or Aviation Center, International Distributor and Dealer, or the Factory. As Service Instructions are issued, temporary notation in the index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Instructions and in accordance with Beech Warranty Policy.

98-34238D



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Service Instructions No. 0683-394, Rev. I

- WARRANTY:** This is a product improvement type kit and may be installed at the owner's discretion, therefore no warranty is applicable.
- SPECIAL TOOLS:** None.
- WEIGHT AND BALANCE:** None.
- REFERENCES:** None.
- PUBLICATIONS AFFECTED:** It is recommended that a note to "See Service Instructions No. 0683-394, Rev. I" be made on the following:

BEEHCRAFT 19, 23 and 24 series Shop Manual copies P/N 169-590015F or subsequent, section 2 page 2-16 and figures 2-11 and 1-14A.

BEEHCRAFT 19, 23 and 24 series Parts Catalog copies P/N 169-590012H or subsequent, figure 394.

Each airplane affected by these Service Instructions should be inspected to see that the current FAA Approved Airplane Flight Manual for the Emergency Static Air Source has been installed. The following FAA Approved Airplane Flight Manuals are current at the time these Service Instructions are released:

PART NUMBER	DESCRIPTION	AIRPLANES AFFECTED
MCO C32644-1, dated June 15, 1973	FAA Approved Airplane Flight Manual	A23-19, 19A, M19A, 23, A23, A23A, B23 and A23-24
MCO C32644-7, dated October 7, 1976	FAA Approved Airplane Flight Manual	A24R, B24R and C24R
MCO C32644-11, dated November 12, 1973	FAA Approved Airplane Flight Manual	B19, C23 and A24

ACCOMPLISHMENT INSTRUCTIONS:

These Service Instructions may be accomplished as follows:

1. Locate fuselage station (F.S.) 94.00 on the left side of the cabin interior (see figure 1).
2. Place the 169-324097-1 plate so that it is centered horizontally 13 inches above the metal floor and the aft edge of the plate is at F.S. 94.00. Use the 169-324097-1 plate for a template and drill four .169/.177 inch diameter holes through the 169-530001-3 upholstery panel (see figure 1).

NOTE

On airplanes with fabric type upholstery material, the fabric must be cut out prior to using a drill bit to reduce the possibility of pulling threads in the material.

3. Using the 35-324428-23 cover, find the location for the cutout in the 169-530001-3 upholstery panel as follows:
 - a. The lower aft corner of the 35-324428-23 cover

should be .50 inch below the bottom edge of the 169-324097-1 plate (see figure 1).

4. The cutout in the upholstery panel may be accomplished as follows: (Refer to figure 2 for steps 4a through 4e.)
 - a. Using thin aluminum (obtain locally), make a template by drawing the outline of the 35-324428-23 cover.
 - b. Locate and mark the horizontal centerline on the template.
 - c. Mark a vertical line .65 inch forward of the aft edge of the template.
 - d. Mark a 1.75 inch radius from the intersection of the horizontal centerline and the line drawn in step "c".
 - e. Cut the template out as shown in figure 2.
 - f. Using this template, mark the cutout in the 169-530001-3 upholstery panel and cut out the marked portion of the panel.

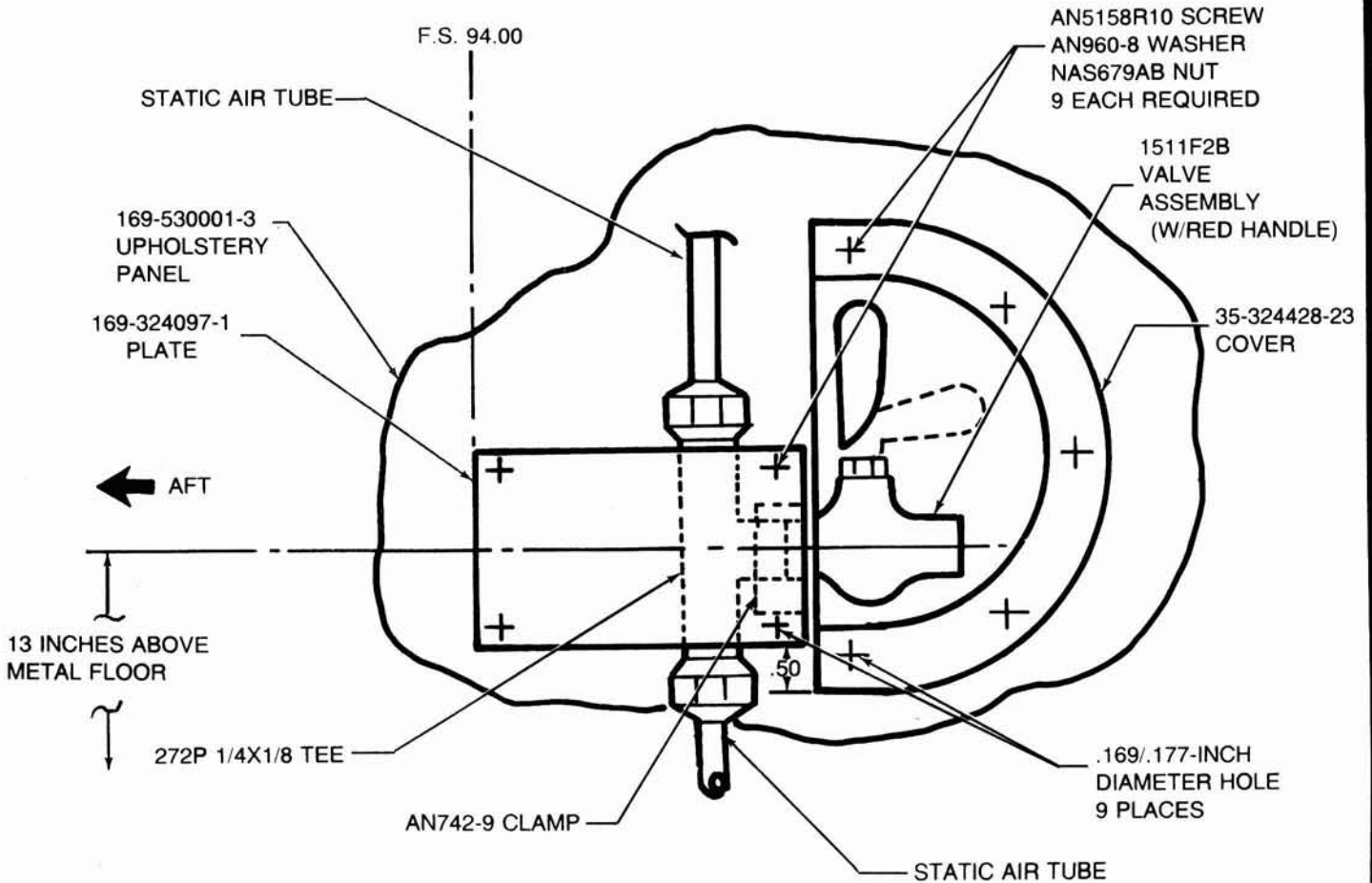


Figure 1

5. Using the 35-324428-23 cover for a template, drill five .169/.177 inch diameter holes in the 169-530001-3 upholstery panel.

NOTE

On airplanes with fabric type upholstery material the fabric must be cut out prior to using a drill bit to reduce the possibility of pulling threads in the material.

6. Remove the 169-530001-3 upholstery panel and install the 169-324097-1 plate and the 35-324428-23 cover on the 169-530001-3 upholstery panel using AN515-8R10 screws, AN960-8 washers and NAS679A8 nuts (see figure 1)

7. Determine the best location at which to cut the 169-

580001-13 static air tube by putting the 169-530001-3 upholstery panel in place and marking the tube where it will fit into the 272P 1/4X1/8 tee (see figure 1). Remove the 169-530001-3 upholstery panel and cut the static air tube.

8. Install the 272P 1/4X1/8 tee on the 169-580001-13 static air tube per figure 1. This tee is manufactured with two fittings to connect to the 169-580001-13 static air tube and one fitting to connect to the 1511F2B valve assembly.

9. Install the 1511F2B valve assembly on the 272P 1/4X1/8 tee per figure 1.

10. Reinstall the 169-530001-3 upholstery panel. Attach the 1511F2B valve assembly and the 272P 1/4X1/8 tee to the 169-530001-3 upholstery panel using the AN742-9 clamp (see figure 1)

11. Test the static system for leaks in accordance with Federal Aviation Regulations.

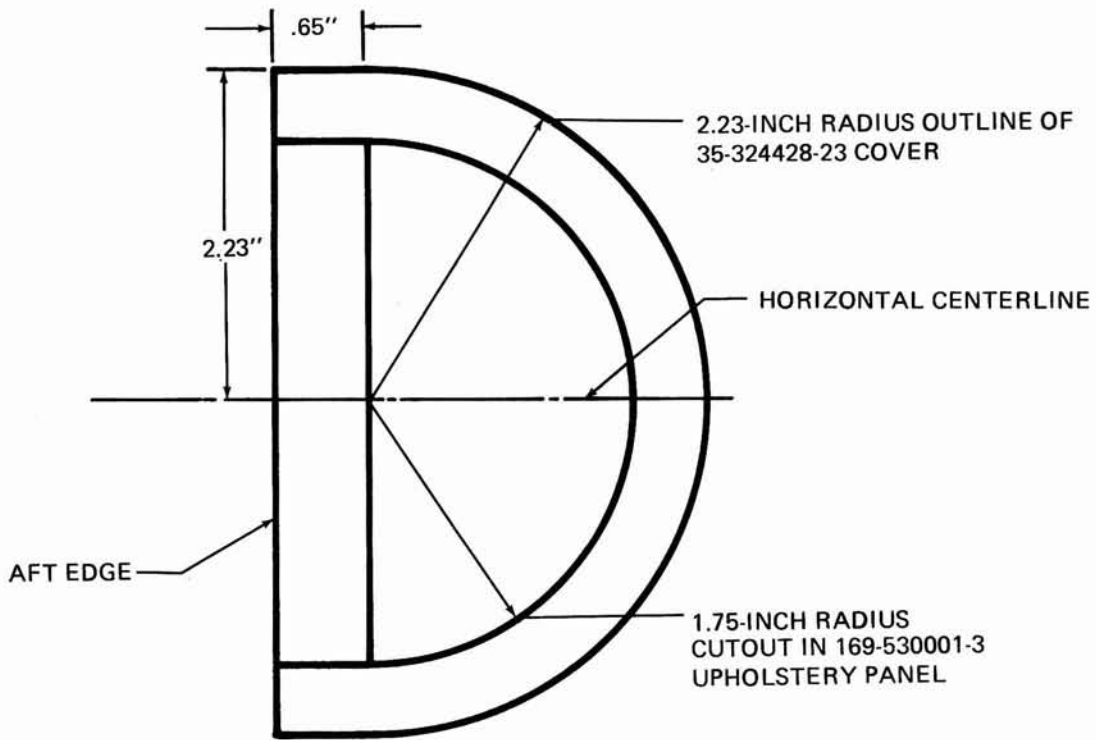


Figure 2

RECORD COMPLIANCE:

Upon completion of these Service Instructions, make an appropriate maintenance record entry specifying the kit identification number and kit serial number. It is recommended that the parts list contained in the kit be filed for future reference until the listing of parts has been incorporated into the Parts Catalog.