



CLASS I SERVICE INSTRUCTIONS

19, 23, 24

No. 0831-161
ATA Code 27-50

SUBJECT: FLIGHT CONTROLS - INSPECTION AND MODIFICATION OF THE FLAP CABLE BLOCK

EFFECTIVITY: BEECHCRAFT B19 Sport 150, serials MB-732 through MB-788;
C23 Sundowner 180, serials M-1600 through M-1769;
B24R Sierra 200, serials MC-305 through MC-398.

NOTE

The effectivity indicated above is applicable only to those serials which are equipped with mechanical flaps.

REASON: To provide an improved method of attaching the flap cable block to the torque tube.

COMPLIANCE: Beech Aircraft Corporation considers this to be a mandatory change and it should be accomplished no later than the next 50 hours of flight time.

DESCRIPTION: The flap torque tube is inspected to determine the method used to attach the flap cable block to the flap torque tube. If rivets are noted, they are to be drilled out and replaced with screws.

APPROVAL: FAA Approved - DOA CE-2.

MANPOWER: The following information is for planning purposes only:

Estimated man-hours for rework: 3 hours.
Suggested number of men: 2 men.

MATERIAL: The following parts, if required, for this modification are available through your BEECHCRAFT Parts and Service Outlet.

PART NUMBER	DESCRIPTION	QUANTITY
MS24694S58	Screw	3
AN960-10	Washer	3
MS21042L3	Nut	3

No BECP
476 I

1 of 2

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.

98-34239D



CLASS I

Service Instructions No. 0831-161

WARRANTY: Warranty credit for parts replacement and labor to the extent noted under MANPOWER and MATERIAL will be allowed only if rework is required, and only for claims submitted prior to October 1, 1976. All warranty reimbursements are handled through franchised BEEHCRAFT outlets. Owners and operators may arrange with these outlets to perform the work and submit the standard Beech Aircraft Corporation warranty claim form to the Commercial Service Department, Beech Aircraft Corporation, Wichita, Kansas 67201.

SPECIAL TOOLS: An appropriate box end wrench with a 30 inch extension handle.

WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS AFFECTED: None.

ACCOMPLISHMENT INSTRUCTIONS: These Service Instructions may be accomplished as follows:

1. Direct a flashlight in one end of the flap torque tube.
2. Using a mirror, look through the opposite end of the flap torque tube and determine if the flap cable block is attached to the torque tube with rivets or nuts and screws.
3. If nuts are apparent, no further action is required. In the event the inspection indicated rivets, proceed with the following steps.
4. Remove the rear seat and wooden floorboard.
5. Tape or secure a 2-inch thick cellulose (or equivalent) padding to the aft edge of the landing gear housing.
6. Lower the flaps to the full down position and carefully lower one flap only against the padding on the landing gear housing after disconnecting the push-pull rod from the flap torque ear. Do not loosen the lock nut on the flap push-pull rod or readjustment of the flaps will be necessary.

NOTE

Use caution to prevent damage to the flap cable during the following procedures.

7. Using a 3/16 inch drill bit, carefully drill out and remove the aft rivet in the flap cable block.
8. Countersink the existing hole in the flap cable block .385 inch x 100° and insert a MS24694S58 screw into the hole.
9. With an appropriate box end wrench and 30 inch extension handle, install the AN960-10 washer and MS21042L3 nut on the MS24694S58 screw. Tape may be used in the wrench to hold the nut and washer in place.

NOTE

Remove only one rivet at a time and install only one screw at a time.

10. Lower the flap handle two notches to the 15° flap position and carefully drill out the next rivet.
11. Repeat steps eight and nine with the flap handle in the 15° flap position.
12. Lower the flap handle to the up flap position and carefully drill out the last rivet.
13. Repeat steps eight and nine with the flap handle lowered to the up flap position.
14. Reinstall the rear floorboard assembly and rear seat.
15. Reinstall the push-pull rod on the flap torque ear, and remove the tape and padding from the landing gear housing.

RECORD COMPLIANCE: Upon completion of these Service Instruction, make an appropriate maintenance record entry.