



CLASS II

SERVICE INSTRUCTIONS

19, 23, 24

No. 0858-151
ATA Code 27-10

SUBJECT: FLIGHT CONTROLS - INSPECTION AND/OR REPLACEMENT OF ROD ENDS

EFFECTIVITY: BEECHCRAFT A23-19, 19A, M19A and B19, serials MB-1 through MB-520;
B19 Sport 150, serials MB-521 through MB-804;
23, A23, A23A, B23 and C23, serials M-1 through M-1361;
C23 Sundowner 180, serials M-1362 through M-1853;
A23-24 and A24, serials MA-1 through MA-368;
A24R, serials MC-2 through MC-95;
A24R and B24R Sierra 200, serials MC-96 through MC-432.

REASON: To ensure freedom of movement and proper functioning of all rod ends and pivotal points.

COMPLIANCE: At the owner's discretion, however, Beech Aircraft Corporation recommends that this be accomplished as soon as practical, but no later than the next scheduled inspection.

DESCRIPTION: The rod ends on all push rods, and all other pivotal points are to be inspected for condition and lubricated or replaced.

APPROVAL: FAA Approved - DOA CE-2.

MANPOWER: The following information is for planning purposes only:

Estimated man-hours: 1.5 hours.
Suggested number of men: 1 man.

MATERIAL: The proper lubricants specified in the Shop Manual, replacement rod ends, other pivotal point components specified in the Parts Catalog which may require replacement, and the aileron push rod ends listed below are available through your BEECHCRAFT Parts and Service Outlet. Lubricants specified may also be obtained through local sources.

| NEW P/N | OLD P/N | DESCRIPTION | QUANTITY |
|--------------|---------------------|-------------|---------------|
| 169-380082-3 | HM-4 or AHM-4 | Rod End | 2 per aileron |

The value of the parts required for accomplishing these Service Instructions on one airplane is to be advised. Prices, when issued, will be subject to change without notice.

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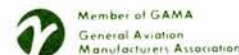
Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of three classes of Service Instructions. CLASS I (Red Border) are changes, inspections, and modifications that could affect safety. The factory considers compliance mandatory. CLASS II (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



Service Instructions No. 0858-151

WARRANTY: None.

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: BEEHCRAFT 19, 23 and 24 series Shop Manual, P/N 169-590015F or subsequent, Section 2.
BEEHCRAFT 19, 23 and 24 series Parts Catalog, P/N 169-590012H or subsequent.

PUBLICATIONS AFFECTED: It is recommended that a note to "See Service Instructions No. 0858-151" be made in the following:

19, 23 and 24 series Parts Catalog copies, P/N 169-590012H or subsequent, Figure 151.

ACCOMPLISHMENT INSTRUCTIONS:

These Service Instructions may be accomplished in the following manner:

NOTE

Steps 1 through 3g are applicable to both the LH and the RH ailerons.

1. Remove the bolt which secures the aileron push rod assembly to the aileron.
2. Visually inspect the ball joint for presence of corrosion and inspect for freedom of movement in all directions. Restriction of movement will be an indication of corrosion in the forward rod end.
3. If corrosion is noted, replace both the existing forward and aft rod ends with the P/N 169-380082-3 rod ends.

NOTE

Removal of the forward rod end from the aileron bell crank may be accomplished as follows:

- a. Remove the aileron from the wing.
- b. Remove the guard strap from the closure strip.
- c. Using long nose pliers or other suitable tool, remove the cotter pin, nut and bolt which secures the push rod to the aileron bell crank.
- d. Measure and note the dimension between the attach bolt holes of the rod ends to avoid rerigging the aileron.
- e. Remove and replace the rod ends with new P/N 169-380082-3 rod ends, adjust and lock to the dimension noted in step d.
- f. Reinstall the push rod assembly and the guard strap.

NOTE

Be certain the push rod assembly is above the guard strap.

g. Reinstall the aileron on the airplane and determine proper operation. Control wheel to the left deflects left aileron upward.

4. Inspect and lubricate all other rod ends and pivotal points as shown in the Shop Manual lubrication diagram.
Replace as condition indicates with appropriate parts as shown in the Parts Catalog.

NOTE

Due to variations in climatic condition and/or airplane usage, it may be necessary to lubricate all pivotal points more frequently.

RECORD COMPLIANCE:

Upon completion of these Service Instructions, make an appropriate maintenance record entry.