

19, 23, 24

No. 0940, Rev. I
ATA Code 27-50

SUBJECT: FLIGHT CONTROLS - REPLACEMENT OF THE FLAP CONTROL WELD ASSEMBLY

SYNOPSIS OF CHANGE: Added improved bushings on MB-1 through MB-193, MB-195 through MB-200, M-1 through M-1100 and MA-1 through MA-200. Those airplanes previously modified by the original issue of these Service Instructions are not affected by this revision.

EFFECTIVITY: The following airplanes that are equipped with a manual flap control system:

PART I

BEECHCRAFT A23-19, serials MB-1 through MB-193 and MB-195 through MB-200;
23, A23, A23A and B23, serials M-1 through M-1100;
A23-24, serials MA-1 through MA-200.

PART II

BEECHCRAFT A23-19, 19A, M19A and B19, serials MB-194 and MB-201 through MB-520;
B19 Sport 150, serials MB-521 through MB-866;
B23 and C23, serials M-1101 through M-1361;
C23 Sundowner 180, serials M-1362 through M-1979;
A23-24 and A24, serials MA-201 through MA-368;
A24R, serials MC-2 through MC-95;
A24R, B24R and C24R Sierra 200, serials MC-96 through MC-536.

REASON: PART I

To replace the existing flap control weld assembly and bushings with an improved flap control weld assembly and improved bushings.

PART II

To replace the existing flap control weld assembly with an improved flap control weld assembly.

COMPLIANCE: Beech Aircraft Corporation considers this to be a mandatory change and it should be accomplished as soon as possible but no later than the next 50 service hours, if not previously accomplished.

APPROVAL: FAA Approved - DOA CE-2.

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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.

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MANPOWER: The following information is for planning purposes only:

Estimated man-hours: 2.5 hours.
Suggested number of men: 1 man.

MATERIAL: The parts required for this modification may be ordered through BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers. The value of the parts required to incorporate these Service Instructions on one airplane is to be advised. Prices, when issued, will be subject to change without notice.

| PART NUMBER | DESCRIPTION | QUANTITY PER AIRPLANE |
|---------------|---------------|-----------------------|
| PART I | | |
| 169-524024-85 | Weld Assembly | 1 |
| 169-524024-77 | Bushing | 2 |
| PART II | | |
| 169-524024-85 | Weld Assembly | 1 |

WARRANTY: Warranty credit for parts replacement and labor to the extent noted under MANPOWER and MATERIAL will be allowed for all claims submitted prior to October 1, 1979.

All warranty reimbursements are handled through franchised BEECHCRAFT 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: None.

WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS AFFECTED: It is recommended that a note to "See Service Instructions No. 0940, Rev. I" be made in all 19, 23, and 24 series Parts Catalog copies P/N 169-5900121 or subsequent, Figure 161.

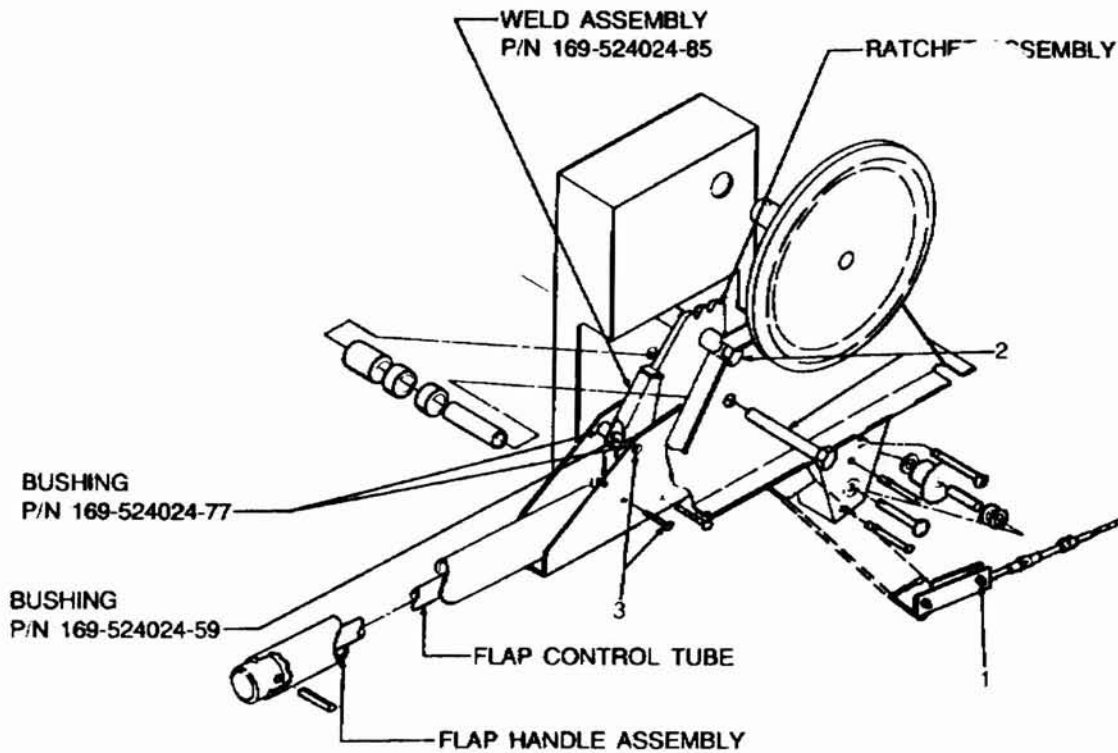
ACCOMPLISHMENT INSTRUCTIONS: These Service Instructions may be accomplished as follows:

1. Remove the pilot chair and the copilot chair.
2. Remove the floorboard and access plate immediately aft of the trim console.
3. To facilitate reassembly and rerigging, temporarily secure the flap control cable to the airplane structure using blocks and clamp. Disconnect the flap cable eye from the flap control link by removing the one attaching bolt. Refer to index number (1) on the illustration. Retain the attaching hardware.

NOTE

If the flap cable is disconnected at the eye, and the turnbuckle remains fixed, retensioning of the cable should not be required when the flap control link and flap cable eye are reconnected.

4. Remove the two bolts that secure the flap handle assembly, flap control weld assembly, and ratchet assembly to the trim console. Reference index (2) on the illustration. Retain all attaching hardware.



5. Remove the flap handle assembly, flap control weld assembly, and ratchet assembly from the trim console.
6. Remove the one bolt and one clevis pin that secure the flap control weld assembly to the flap handle assembly. Remove the flap control weld assembly. Reference index (3) on the illustration. Retain the attaching hardware.
7. On airplanes listed under Part I of the EFFECTIVITY section, replace the two existing P/N 169-524024-61 side bushings with the new P/N 169-524024-77 side bushings and install the new P/N 169-524024-85 weld assembly, using the existing bolt, nut, washer and P/N 169-524024-59 through bushing. On airplanes listed under Part II of the EFFECTIVITY section, use the existing bolt, nut, washer and bushings.
8. Complete reassembly and reinstall the flap handle assembly, the flap control weld assembly, and the ratchet assembly using the retained hardware.
9. Reconnect the flap cable eye to the flap control link, and remove the blocks and clamp used to secure the flap control cable in step 3.
10. Check the flaps for proper operation, and reinstall the access plate, floorboards, and chairs.

RECORD COMPLIANCE:

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