

19, 23, 24, 33, 35, 36, 55, 58, 58TC

No. 0967
ATA Code 32-40

SUBJECT: LANDING GEAR - INSPECTION FOR VENT HOLE IN BRAKE FLUID RESERVOIR

EFFECTIVITY: BEECHCRAFT Sport B19, serials MB-809 through MB-865;
Sundowner C23, serials M-1867 through M-1975;
Sierra B24R and C24R, serials MC-445 through MC-448. MC-450 through MC-453 and MC-458 through MC-537;
Bonanza F33A, serials CE-666 through CE-691 and CE-693 through CE-735;
V35B, serials D-9933 through D-9999 and D-10001 through D-10055;
A36, serials E-907 through E-980, E-982 through E-1104, E-1106 through E-1110, E-1112, E-1113, E-1117, E-1120, E-1121, E-1123 and E-1124;
Baron 95-B55 and 95-B55A, serials TC-1990 through TC-2079;
E55 and E55A, serials TE-1082 through TE-1107;
58 and 58A, serials TH-776 through TH-858;
58TC and 58TCA, serials TK-21 through TK-56 and TK-58.

REASON: The vent hole in the brake fluid reservoir may have been inadvertently omitted on some airplanes.

COMPLIANCE: Beech Aircraft Corporation considers this to be a mandatory inspection and it should be accomplished within 100 service hours after receipt of these Service Instructions.

DESCRIPTION: The brake fluid reservoir is inspected for a vent hole in the filler neck of the reservoir. If no vent hole is present, the reservoir is removed and the vent hole is drilled.

APPROVAL: FAA Approved - DOA CE-2.

MANPOWER: The following information is for planning purposes only:

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

MATERIAL: None.

WARRANTY: Warranty credit will be allowed for labor to the extent noted under MANPOWER on those airplanes that require rework.

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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:

- BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers.
- 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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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: None.
WEIGHT AND BALANCE: None.
REFERENCES: None.
PUBLICATIONS AFFECTED: None.

ACCOMPLISHMENT INSTRUCTIONS:

These Service Instructions may be accomplished as follows:

CAUTION

Extreme care must be exercised with the following steps to avoid contaminating the brake fluid system.

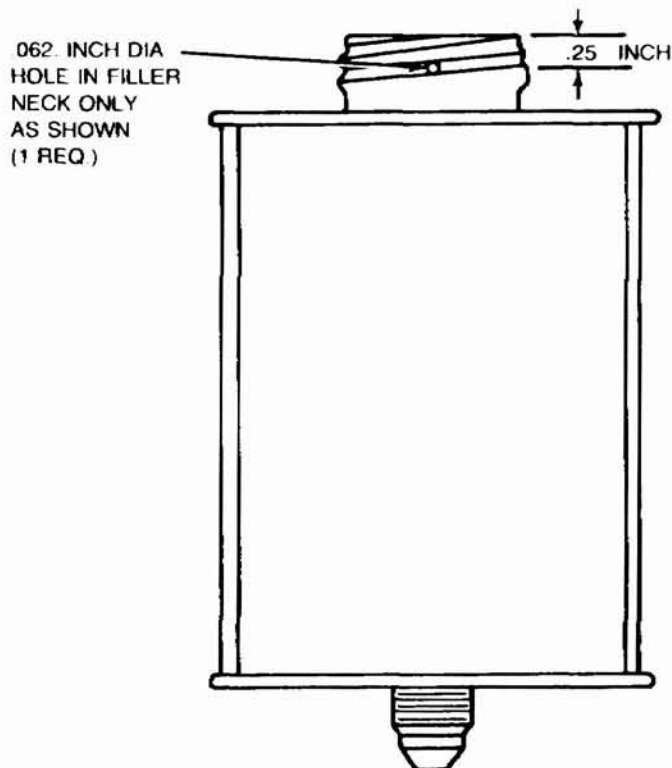
1. Remove the brake fluid reservoir cap and inspect the reservoir filler neck for a vent hole as shown in the illustration. The brake fluid reservoir is located as follows:

a. On Sports, Sundowners, Sierras and Bonanzas:
On the forward RH side of the engine firewall. Access is gained by opening the engine cowling.

b. On Barons:
In the nose baggage compartment on the LH side. Access is gained through the LH nose compartment door.

2. If the vent hole is present, no further action is required.

3. If no vent hole is found, the reservoir should be removed and the vent hole drilled



as shown in the illustration.

CAUTION

If the hole is to be drilled, the reservoir must be thoroughly cleaned after drilling to remove all drill burrs, etc.

4. Reinstall the reservoir in the airplane and refill it with MIL-H-5606 or MIL-H-83282 hydraulic fluid.
 5. Bleed the brake system if necessary.
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RECORD COMPLIANCE:

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