

19, 23, 24

No. 0994
ATA Code 27-30

SUBJECT: FLIGHT CONTROLS - INSPECTION OF THE STABILATOR TRIM TAB ACTUATOR ROD

EFFECTIVITY: BEECHCRAFT B19 Sport 150, serials MB-558 through MB-886;
C23 Sundowner 180, serials M-1413, M-1414, M-1416 through M-1418, M-1420 through M-1422, M-1424 through M-1438, M-1440 through M-1446, M-1448 through M-2009, M-2011 through M-2015 and M-2017 through M-2020;
B24R and C24R Sierra 200, serials MC-151 through MC-559, MC-561 through MC-563, MC-565 through MC-568 and MC-571.

REASON: To inspect the stabilator trim tab actuator rod and clevis for proper rivet location and rework if necessary.

COMPLIANCE: Beech Aircraft Corporation considers this to be a mandatory inspection and it should be accomplished as soon as possible after receipt of these Service Instructions, but no later than the next 25 service hours.

APPROVAL: FAA Approved DOA CE-2.

MANPOWER: The following information is for planning purposes only:

Estimated man hours for inspection: .5 hours.
Estimated man hours for rework: 1.5 hours.
Suggested number of men: 1 man.

MATERIAL: The MS20470AD3 rivets and AN380 cotter pins, if required, may be obtained from local sources.

WARRANTY: Warranty credit for parts replacement and labor to the extent noted under MANPOWER and MATERIAL will be allowed for claims submitted prior to October 1, 1978.

All warranty reimbursements are handled through franchised BEECHCRAFT outlets. Owners and operators may arrange with these outlets to perform the work and to 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.

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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.

Service Instructions No. 0994

PUBLICATIONS AFFECTED: None.

ACCOMPLISHMENT INSTRUCTIONS:

These Service Instructions may be accomplished on the stabilator trim tab actuator rod as follows:

1. On both ends of the rod, measure the distance from the center of the bolt hole through the clevis to the center of the second rivet through the rod and clevis (see figure 1.)

NOTE

The measurement at the forward end of the rod may be accomplished by inserting a flexible metal rule through the slot in the aft end of the tail cone.

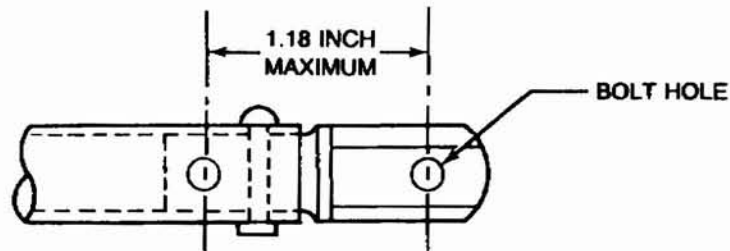


Figure 1.

2. If the measurement taken in step 1 exceeds 1.18 inches on either end of the rod it will be necessary to rework the rod, continue with step 3. If the measurement is 1.18 inches or less on both ends no rework is necessary, omit steps 3 through 9.
3. Tag the actuator rod to ensure that it will be reinstalled in the same position after rework.
4. Remove the cotter pins, nuts, washers and bolts from both ends of the actuator rod and remove the rod through the slot in the aft end of the tail cone.

CAUTION

Do not turn the trim tab actuator shaft.

5. If one rivet in the actuator rod is improperly located check the other rivet to make sure it is tight. If the rivet is loose replace it with a new MS20470AD3 rivet of appropriate length only after completing steps 6 and 7 of these Service Instructions.
6. Drill a #40 (.098 inch diameter) hole centered not more than 1.12 inches from the center of the bolt hole. Maintain at least a .093 inch edge distance from either existing rivet (see figure 2.).

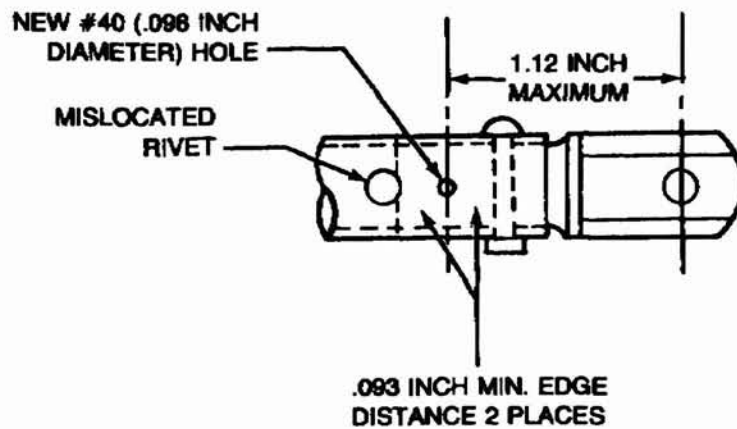


Figure 2.

7. Install a MS20470AD3 rivet of appropriate length through the new hole in the rod and clevis.
8. If necessary repeat steps 5 through 7 on the other end of the rod.
9. Reinstall the actuator rod in its original position through the slot in the aft end of the tail cone. Reinstall the bolts, washers, nuts and new AN380 cotter pins. If the trim tab actuator shaft has not been turned it should not be necessary to rereg the trim tab.
10. Reinstall any access panels removed to accomplish these Service Instructions.

RECORD COMPLIANCE:

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