

24

No. 1032  
ATA Code 32-60

**SUBJECT:** LANDING GEAR - INSPECTION OF THE NOSE LANDING GEAR LIMIT SWITCH INSTALLATION

**EFFECTIVITY:** BEEHCRAFT C24R Sierra 200, serials MC-400 through MC-588.

**REASON:** To ensure proper clearance between the nose landing gear limit switch wiring and the engine mount during extension and retraction.

**COMPLIANCE:** Beech Aircraft Corporation considers this inspection mandatory and it should be accomplished as soon as practical 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 hour.  
Estimated man hours for switch repositioning or replacement: 2 hours.  
Suggested number of men: 1 man.

**MATERIAL:** The following parts, if required, may be ordered through BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers.

PART NUMBER	DESCRIPTION	QUANTITY
100-381006-1	Switch	1 per airplane
TY28M	Wire Tie	3 per airplane

**WARRANTY:** Warranty credit for parts replacement and labor to the extent noted under MATERIAL and MANPOWER will be allowed for claims submitted prior to October 31, 1979. 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.

No BE CP  
279 1

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) BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers.
- (b) Owners of record on the FAA Registration list and the

BEEHCRAFT 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 BEEHCRAFT 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. 1032

**REFERENCES:** BEECHCRAFT 19, 23 and 24 series Shop Manual, P/N 169-590015F or subsequent, Section 3.

**PUBLICATIONS AFFECTED:** It is recommended that a note to "See Service Instructions No. 1032" be made in all 19, 23 & 24 series Shop Manual copies, P/N 169-590015F or subsequent, Section 3.

### ACCOMPLISHMENT INSTRUCTIONS:

These Service Instructions may be accomplished as follows:

1. Inspect the nose landing gear limit switch to determine that the wiring is routed down and aft from the base of the switch. If the switch is positioned properly, no further action is required. If the switch is positioned incorrectly, proceed to Step 2.
2. If the switch is positioned so that the wiring is routed to the right, place the airplane on jacks and turn off and/or disconnect all electrical power. The switch wiring should then be inspected for possible damage in the area where the wires enter the base of the switch.
3. If no damage is evident, rotate the switch so that the wiring is routed down and aft from the base of the switch. Secure the wiring to the landing gear assembly with TY28M nylon wire ties. Allow adequate slack for normal gear operation so the flexing of the wiring harness is spread over a generous area.
4. If the wiring is damaged, the switch assembly should be replaced with a new P/N 100-381006-1 switch assembly. Be certain that the new switch is positioned so that the wiring is routed and secured as described in Step 3.

#### NOTE

When replacing the switch, be certain that the lead wires from the switch assembly are connected to the correct airplane wires as follows:

- a. Wire G29A18 spliced to switch lead wire No. 1-20.
  - b. Wire G25C18 spliced to switch lead wire No. 2-20.
  - c. Wire G32A18 spliced to switch lead wire No. 6-20.
  - d. Wire G49B18 spliced to switch lead wire No. 4-20.
  - e. Dead end cap and stow switch lead wires Nos. 3-20 and 5-20.
5. Turn on electrical power and adjust the nose landing gear limit switch to activate the pump and in-transit light as the drag link assembly breaks over center. (Reference 19, 23, 24 Shop Manual: Rigging Landing Gear System.)
  6. Secure the lock nuts on the switch assembly with MS20995C41 safety wire (obtain locally).
  7. Inspect the nose limit switch wiring for adequate clearance from the engine mount during retraction and extension of the nose landing gear.

---

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