

All Models

No. 1048
ATA Code 25-60

SUBJECT: EQUIPMENT/FURNISHINGS - REMOVAL OF LITHIUM SULFUR DIOXIDE BATTERIES
EFFECTIVITY: PART I

The following BEECHCRAFTS equipped with factory or field installed Communications Components Corporation emergency locator transmitters P/N CIR10 (all serials) or P/N CIR11-() (all serials):

BEECHCRAFT Model D18S, serials A-1 through A-1035;

Super 18 Models E18S, G18S and H18, serials BA-1 through BA-765;

All converted military configurations of Model 18 airplanes listed in FAA Aircraft Specifications No. A-757 and A-765;

A23-19, 19A, M19A and B19, serials MB-1 through MB-520;

B19 Sport 150, serials MB-521 through MB-905;

23, A23, A23A, B23 and C23, serials M-1 through M-1361;

C23 Sundowner 180, serials M-1362 through M-2156, M-2158 through M-2160, M-2162 and M-2163;

A23-24 and A24, serials MA-1 through MA-368;

A24R, serials MC-2 through MC-95;

A24R, B24R and C24R Sierra 200, serials MC-96 through MC-662;

Debonair/Bonanza 35-33, 35-A33, 35-B33, 35-C33, E33, F33 and G33, serials CD-1 through CD-981 and CD-983 through CD-1304;

35-C33A, E33A and F33A, serials CE-1 through CE-235, CE-249, CE-250, CE-256, CE-260, CE-264 through CE-268 and CE-270 through CE-848;

Bonanza E33C and F33C, serials CJ-1 through CJ-149;

35, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35-TC, V35A, V35A-TC, V35B and V35B-TC, serials D-1 through D-10227, D-10229, D-10230, D-15001 and D-15002;

36 and A36, serials E-1 through E-1461, E-1463, E-1465 through E-1469, E-1471 through E-1474, E-1476 and E-1477;

Model 45 (T34A) B45 and D45 (T34B) airplanes;

Twin Bonanza 50, serials H-1 through H-11;

B50 and C50, serials CH-12 through CH-360;

D50, D50A, D50B, D50C and D50E, serials DH-1 through DH-347;

E50, serials EH-1 through EH-70;

F50, serials FH-71 through FH-93, FH-95 and FH-96;

G50, serials GH-94 and GH-97 through GH-119;

H50, serials HH-120 through HH-149;

J50, serials JH-150 through JH-176;

Baron 95-55, 95-A55, 95-B55 and 95-B55A, serials TC-1 through TC-349, TC-351 through TC-1392, TC-1397 through TC-1401, TC-1403 through TC-2215, TC-2217 through TC-2220 and TC-2222;

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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.

95-C55, 95-C55A, D55, D55A, E55 and E55A, serials TC-350, TE-1 through TE-49 and TE-51 through TE-1157;
95-B55B (T42A), serials TF-1 through TF-70;
56TC and A56TC, serials TG-2 through TG-94;
58 and 58A, serials TH-1 through TH-1016 and TH-1018;
58P and 58PA, serials TJ-2 through TJ-191 and TJ-193 through TJ-195;
58TC and 58TCA, serials TK-1 through TK-89, TK-92, TK-93 and TK-95;
Duke 60, A60 and B60, serials P-3 through P-498;
Queen Air 65, A65 and A65-8200, serials L-1, L-2, L-6, LF-7, LF-8 and LC-1 through LC-335;
70, serials LB-1 through LB-35;
Duchess 76, serials ME-1 through ME-6, ME-8 through ME-173 and ME-178 through ME-185;
Queen Air 65-80, 65-A80, 65-A80-8800 and 65-B80, serials LD-1 through LD-511;
65-88, serials LP-1 through LP-26, LP-28 and LP-30 through LP-47;
King Air 65-90, 65-A90, B90 and C90, serials LJ-1 through LJ-789 and LJ-791 through LJ-830;
E90, serials LW-1 through LW-324;
Travel Air 95, B95, B95A, D95A and E95, serials TD-2 through TD-721;
99, 99A, A99A and B99 Airliner, serials U-1 through U-164;
King Air 100 and A100, serials B-1 through B-204 and B-206 through B-245;
B100, serials BE-1 through BE-64;
Super King Air 200, serials BB-2 through BB-185, BB-187 through BB-202, BB-204 through BB-269, BB-271 through BB-407, BB-409 through BB-448, BB-450 through BB-468, BB-470, BB-473 through BB-475, BB-478 and BB-479;
200T, serials BT-1 through BT-3;
and any other BEECHCRAFTS that have had an emergency locator transmitter installed.

PART II

Airplanes listed under PART I which may have emergency locator transmitters which were not manufactured by Communication Components Corporation and not listed in PART I.

REASON:

PART I

To provide information relating to compliance with FAA Airworthiness Directive 79-05-02, Amendment 39-3422 or subsequent and FAA Notice 8010.22 dated 3-2-79 by removing the lithium sulfur dioxide batteries from Communications Components Corporation P/N CIR10 (all serials) and P/N CIR11-() (all serials) emergency locator transmitters and reinstalling the transmitter in the airplane.

NOTE

If the emergency locator transmitter is removed and not reinstalled in the airplane, the antenna cable must be grounded or loaded.

PART II

To provide information relating to compliance with FAA Airworthiness Directive 79-05-02, Amendment 39-3422 or subsequent and FAA Notice 8010.22 dated 3-2-79 by inspecting emergency locator transmitters for lithium sulfur dioxide batteries and removing the emergency locator transmitter from the airplane if required.

NOTE

If the emergency locator transmitter is removed and not reinstalled in the airplane, the antenna cable must be grounded or loaded.

- COMPLIANCE:** Reference FAA Airworthiness Directive 79-05-02, Amendment 39-3422 or subsequent and FAA Notice 8010.22 dated 3-2-79.
- 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:** None.
- SPECIAL TOOLS:** None.
- WEIGHT AND BALANCE:** None.
- REFERENCES:** FAA Airworthiness Directive 79-05-02, Amendment 39-3422 or subsequent and FAA Notice 8010.22 dated 3-2-79.
- PUBLICATIONS AFFECTED:** None.
- ACCOMPLISHMENT INSTRUCTIONS:** These Service Instructions may be accomplished as follows:

PART I

1. Gain access to the emergency locator transmitter and place the ARM-OFF-ON switch in the OFF position.
2. Disconnect the antenna cable and remove the emergency locator transmitter from the airplane.
3. Remove the screws which hold the mounting base on the transmitter and remove the base.
4. Remove the battery from the transmitter and disconnect the electrical connector from the battery.
5. Reinstall the base and screws on the transmitter.
6. Reinstall the emergency locator transmitter in the airplane and reconnect the antenna cable.

NOTE

If the emergency locator transmitter is not reinstalled in the airplane, the antenna cable must be grounded or loaded.

7. Fabricate a placard out of suitable material (obtain locally) and attach the placard in a suitable location in clear view of the pilot. The placard should read "ELT INOP."
8. Make an entry in the airplane log book stating "ELT AD 79-05-02, Amendment 39-3422 or subsequent and FAA Notice 8010.22 dated 3-2-79 complied with on date."

PART II

1. Gain access to the emergency locator transmitter and determine if the transmitter is powered by lithium sulfur dioxide batteries.
2. If the transmitter is not powered by batteries as specified in FAA Airworthiness Directive 79-05-02, Amendment 39-3422 or subsequent and FAA Notice 8010.22 dated 3-2-79, no further action is necessary.
3. If the transmitter is powered by lithium sulfur dioxide batteries, remove the emergency locator transmitter from the airplane as specified by FAA Airworthiness

Service Instructions No. 1048

Directive 79-05-02, Amendment 39-3422 or subsequent and FAA Notice 8010.22 dated 3-2-79.

NOTE

If the emergency locator transmitter is removed from the airplane, the antenna must be grounded or loaded.

4. Fabricate a placard out of suitable material (obtain locally) and attach the placard in a suitable location in clear view of the pilot. The placard should read "ELT INOP."
 5. Make an entry in the airplane log book stating "ELT AD 79-05-02, Amendment 39-3422 or subsequent and FAA Notice 8010.22 dated 3-2-79 complied with on date ."
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RECORD COMPLIANCE:

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