



CLASS I SERVICE INSTRUCTIONS

76

No. 1061
ATA Code 57-10

SUBJECT: WINGS - INSPECTION OF FUEL TANK OUTBOARD RIB ATTACH BOLTS

EFFECTIVITY: BEECHCRAFT Duchess 76, serials ME-2 through ME-6, ME-8 through ME-63, ME-71 and ME-72.

REASON: To inspect the two fuel tank outboard rib attach bolts in each wing for possible looseness.

These Service Instructions are issued to submit information contained in Liberal Service Letter No. 78-11, dated November 2, 1978, in the format of regular BEECHCRAFT Service Instructions. Liberal Service Letter No. 78-11 was issued to inspect the fuel tank outboard rib attach bolts.

If compliance was made with the Liberal Service Letter, no further action is required except to enter a compliance statement for both documents in the airplane maintenance records.

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 within the next 50 service hours.

APPROVAL: FAA Approved - DOA CE-2.

MANPOWER: The following information is for planning purposes only:

Estimated man-hours for inspection only: .5 hour per airplane.
Estimated man-hours for inspection and repair: 2 hours per airplane.
Suggested number of men: 1 man.

MATERIAL: The following parts, if required, may be ordered through BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers or may be obtained through local sources:

PART NUMBER	DESCRIPTION	QUANTITY
AN960-416	Washer	As Required

WARRANTY: Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed on all affected airplanes for claims received prior to August 31, 1979.

No BECP
579 I

1 of 2

CLASS I

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.

98-34239D



Service Instructions No. 1061

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:

NOTE

The following steps may be accomplished on both the LH and RH wings.

1. Remove the aft outboard wing inspection plate to gain access to the fuel tank outboard rib attach bolts.
2. Using a flashlight and inspection mirror, inspect the head of the bolts for possible gap between the bolt head and the attaching surface.

NOTE

The bolts may have been installed with the bolt head either on the forward or the aft side of the attaching surface. Inspecting the nuts on the bolts may not reveal any gaps, therefore, on some airplanes it will be necessary to use the inspection mirror to view the bolt head on the forward side of the spar. If the bolt head is located on the aft side of the spar, it may be observed simply by looking through the inspection opening in the wing surface.

3. If a gap is found to exist, remove the nuts from the bolts and install washers on the bolts to prevent the nuts from bottoming on the bolt shanks.
4. Reinstall and torque the nuts which were removed in step 3 to 50 to 70 inch pounds.
5. Reinstall the outboard wing inspection plate which was removed in step 1.

RECORD COMPLIANCE:

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