



CLASS I

# SERVICE INSTRUCTIONS

76

No. 1071  
ATA Code 57-10

**SUBJECT:** WINGS - INSPECTION AND REPAIR OF THE WING SPAR CENTER SPLICE PLATES

**EFFECTIVITY:** BEECHCRAFT Duchess 76, serials ME-1 through ME-6 and ME-8 through ME-185.

**REASON:** To inspect for possible scribe marks on the wing spar splice plates.

**COMPLIANCE:** Beech Aircraft Corporation considers this to be a mandatory inspection and it must be accomplished at the next 100 hour, annual or progressive inspection.

**APPROVAL:** FAA Approved - DOA CE-2.

**MANPOWER:** The following information is for planning purposes only:

Estimated man-hours for inspection: .5 hour when accomplished in conjunction with regular scheduled inspection.  
 Estimated man-hours for repair: 6 hours.  
 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.

PART NUMBER	DESCRIPTION	QUANTITY
NAS464P5A7 /M/	Bolt	As required
AN960PD516	Washer	As required
MS21042L5	Nut	As required

**WARRANTY:** Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed for all claims submitted prior to July 1, 1980.

All warranty reimbursements are handled through franchised BEECHCRAFT 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.

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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.

98-34239D



CLASS I

## Service Instructions No. 1071

**SPECIAL TOOLS:** P/N 105-10 Huckbolt collar splitter or equivalent (P/N of Huck Mfg. Co., Carson, Ca., 90745).

**WEIGHT AND BALANCE:** None.

**REFERENCES:** None.

**PUBLICATIONS AFFECTED:** None.

### ACCOMPLISHMENT INSTRUCTIONS:

During the next scheduled inspection of the airplane, when the lower fuselage spar inspection panel and the interior spar cover are removed, accomplish the following:

1. Visually inspect the upper and lower spar splice plates for possible scribe marks between the four Huckbolts at each outboard end of the upper splice plate and between the four bolts at the outboard ends of the lower splice plate. If no scribe marks are found, no further action is required. If scribe marks are found, proceed with the following steps.
2. Remove the affected Huckbolts in the upper splice plate by splitting the collars with a P/N 105-10 collar splitter, or equivalent and pushing the Huckbolts out. Remove and retain the affected bolts, nuts and washers from the lower splice plate.

### CAUTION

It is permissible to split the Huckbolt collars with a chisel, however, the splice plate must be protected from possible nicks by placing large washers over the collars and down against the splice plate. IF THE SPLICE PLATE IS NICKED OR OTHERWISE DAMAGED WHEN SPLITTING THE COLLARS, THE SPLICE PLATE MUST BE REPLACED.

3. Burnish out all scribe marks to a maximum depth of .025 inch with 220 grit aluminum oxide paper. Remove all burnishing scratches with 500 grit aluminum oxide.

### CAUTION

DO NOT EXCEED THE MAXIMUM DEPTH OF .025 INCH WHEN BURNISHING. DO NOT USE EMERY CLOTH OR CARBORUNDUM TO REMOVE SCRIBE MARKS.

4. Treat the burnished areas by wiping the area with a clean cloth saturated with Alodine 1200 (obtain locally).
5. Paint the affected areas with zinc chromate primer. (Obtain locally.)
6. Install one each NAS464P5A7 /M/ bolt and MS21042L5 nut and two AN960PD516 washers in the holes in the upper splice plate where the Huckbolts were removed in step 2. One washer should be installed under the bolt head and one under the nut. Torque to 140-160 inch pounds.
7. Reinstall the bolts, nuts and washers which were removed from the lower splice plate in step 2. Torque to 70-80 inch pounds.
8. Reinstall all access panels, covers and upholstery which may have been removed for this inspection and/or repair.

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