



CLASS I

SERVICE INSTRUCTIONS

76

No. 1073
ATA Code 32-10

SUBJECT: LANDING GEAR - INSTALLATION OF AN IMPROVED FLATHEAD PIN ON THE MAIN LANDING GEAR FORK PIN

EFFECTIVITY: BEEHCRAFT Duchess 76, serials ME-1 thru ME-228.

REASON: To improve retention of the main landing gear fork pin by installing a larger diameter flathead pin.

COMPLIANCE: Beech Aircraft Corporation considers this to be a mandatory modification and it should be accomplished as soon as possible after receipt of these Service Instructions, but no later than the next 10 service hours.

APPROVAL: FAA Approved - DOA CE-2.

MANPOWER: The following information is for planning purposes only:

Estimated man-hours: 4 hours.
Suggested number of men: 1 man.

MATERIAL: The following parts required for this modification may be ordered through BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers.

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
MS20392-2C67	Flathead Pin	2
AN960-10L	Washer	2
MS24665-132	Cotter Pin	2
TY35M	Cable Tie	2

WARRANTY: Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed for all claims submitted prior to February 29, 1980.

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.

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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) 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.

98-34239D



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SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: BEEHCRAFT Duchess 76 Maintenance Manual, P/N 105-590000-7 or subsequent, Chapters 7-00 and 32-10.

PUBLICATIONS AFFECTED: It is recommended that a note to "See Service Instructions No. 1073" be made in all BEEHCRAFT Duchess 76 Parts Catalog copies, P/N 105-590000-9B or subsequent, Chapter 32-10.

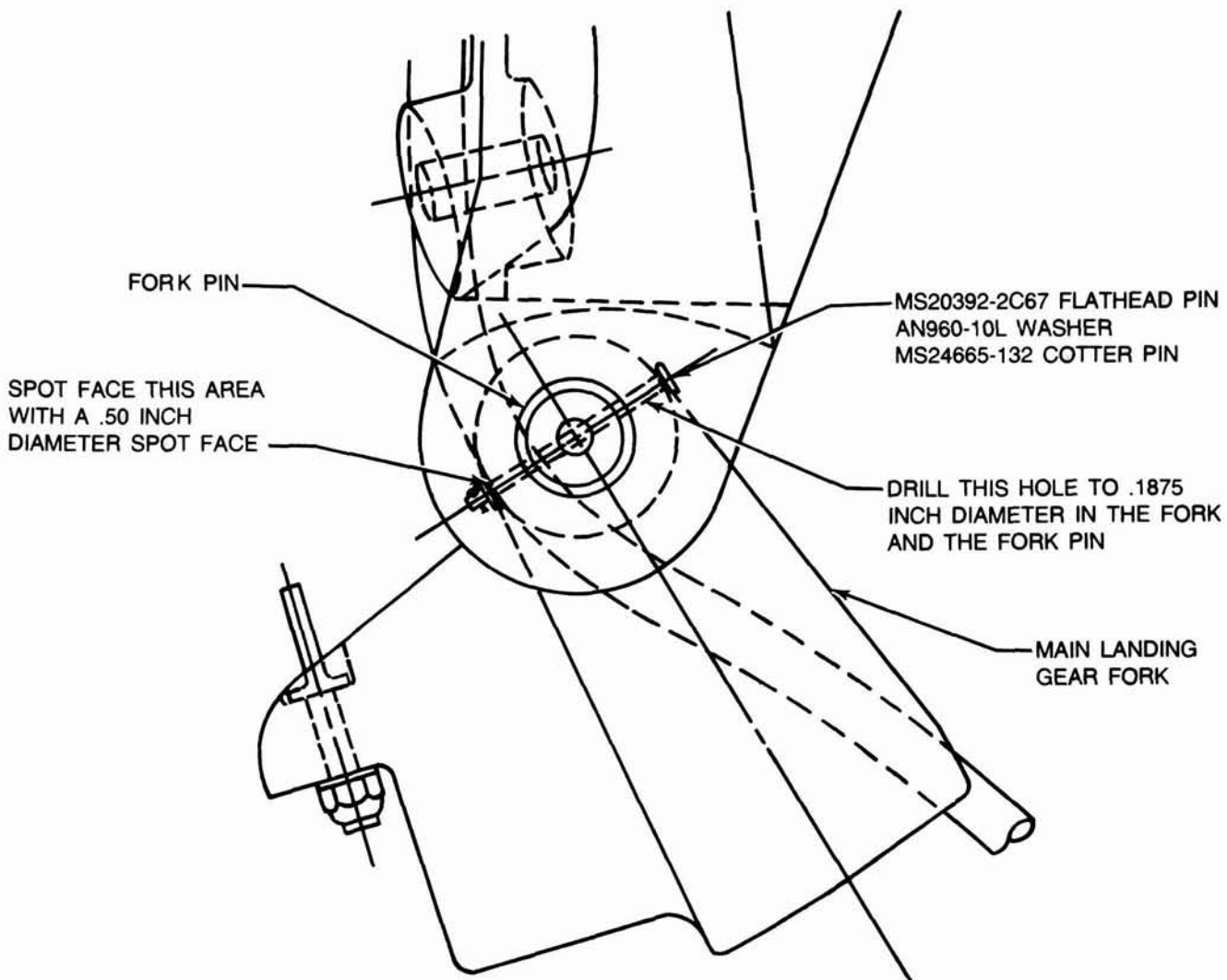
ACCOMPLISHMENT INSTRUCTIONS:

These Service Instructions may be accomplished on both main landing gears as follows:

1. Refer to the Duchess 76 Maintenance Manual, Chapter 7-00 and place the airplane on jacks.

NOTE

Use the Duchess 76 Maintenance Manual, Chapter 32-10 and the following illustration as a reference for the following steps.



2. Remove the four bolts which attach the top of the shock absorber to the main landing gear housing.
3. Remove the attaching hardware and remove the main landing gear fork pin from the main landing gear fork and housing.

NOTE

A drift punch with a slightly smaller outside diameter may be used to tap out the main landing gear fork pin. The drift punch will aid in aligning the fork, housing and shims when reinstalling the pin. Care should be taken not to lose or damage any shims which may be installed between the fork and the housing.

4. Use a #30 (.1285 inch diameter) drill bit through the flathead pin hole as a guide and clamp the main landing gear fork pin in a drill press.
5. Drill the hole for the flathead pin out to .1875 inch diameter using a carbide drill bit.

NOTE

The carbide drill bit must be kept sharp and well lubricated with 30 weight oil during the drilling operation. Should the landing gear fork pin be damaged during the drilling operation, a new P/N 169-810031-27 pin should be ordered and drilled to size.

6. Enlarge the flathead pin hole in the main landing gear fork as follows:
 - a. Drill the bottom forward side of the flathead pin hole to .1875 inch diameter.
 - b. Insert the main landing gear fork pin in the main landing gear fork.
 - c. Align the hole which was drilled in step "a" with the hole in the main landing gear fork pin and use these holes as a guide to drill the remaining portion of the .1875 inch diameter hole in the main landing gear fork.
 - d. Spot face the forward side of the .1875 inch diameter hole in the main landing gear fork with a .50 inch diameter spot face.
 - e. Remove the main landing gear fork pin, deburr all holes and clean all metal shavings from the pin and the fork.
 - f. Treat bare metal areas on the main landing gear fork with Alodine No. 600 (P/N of Anchem Products Inc., St. Joseph, MO) (obtain locally) or equivalent and touch up paint as required.
7. Reinstall the main landing gear fork pin in the main landing gear fork and housing. Use a P/N MS20392-2C67 flathead pin, P/N AN960-10L washer, P/N MS24665-132 cotter pin and P/N TY35M cable tie.
8. Refer to the Duchess 76 Maintenance Manual, Chapter 12-20 and lubricate the main landing gear assembly as required.
9. Repeat steps 2 through 7 on the other main landing gear.
10. Remove the airplane from the jacks.

RECORD COMPLIANCE:

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