



CLASS II

SERVICE INSTRUCTIONS

77

No. 1131
ATA Code 11-20

- SUBJECT:** PLACARDS AND MARKINGS - REPLACEMENT OF THE NOSE GEAR STRUT SERVICING PLACARD
- EFFECTIVITY:** BEECHCRAFT Skipper 77, serials WA-1 through WA-82.
- REASON:** Insufficient inflation values for the nose gear strut were called out on the original placard.
- COMPLIANCE:** Beech Aircraft Corporation recommends that this modification be accomplished as soon as possible after receipt of these Service Instructions, but no later than the next scheduled inspection.
- APPROVAL:** FAA Approved - DOA CE-2.
- MANPOWER:** The following information is for planning purposes only:
Estimated man-hours: .5 hour.
Suggested number of men: 1 man.
- MATERIAL:** The 108-820037-1 placard required to incorporate these Service Instructions on one airplane may be ordered through BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers.
- WARRANTY:** Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed for all claims submitted prior to August 31, 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.
- SPECIAL TOOLS:** None.
- WEIGHT AND BALANCE:** None.
- REFERENCES:** Skipper 77 Maintenance Manual, P/N 108-590000-7 or subsequent, Chapters 32-20 and 71-10.

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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.

CLASS II

98-34238D



Service Instructions No. 1131

PUBLICATIONS AFFECTED: It is recommended that a note to "See Service Instructions No. 1131" be made in the following:

Skipper 77 Maintenance Manual copies, P/N 108-590000-7 or subsequent, Chapter 11-20;
Skipper 77 Parts Catalog copies, P/N 108-590000-9 or subsequent, Chapter 11-20.

ACCOMPLISHMENT INSTRUCTIONS:

These Service Instructions may be accomplished as follows:

1. Refer to the Maintenance Manual and remove the upper and lower engine cowling to gain access to the nose gear strut servicing placard.
2. Clean the existing placard with naphtha or methyl ethyl ketone (obtain locally).

CAUTION

Care should be taken to protect the painted surface of the strut from contact with the cleaning fluid. Discoloration or removal of paint may result if such contact occurs.

3. After the existing placard is thoroughly clean and dry, install the new placard directly over the existing placard.
4. Refer to the new placard or the Maintenance Manual and ensure that the landing gear strut is correctly inflated (see illustration).
5. Refer to the Maintenance Manual and reinstall the upper and lower engine cowling.

<p>Beechcraft OIL AIR STRUT PART NO. 108-820010-1 BEECH AIRCRAFT CORPORATION WICHITA, KANSAS, U.S.A.</p>
<p>INSTRUCTIONS TO CHECK FLUID LEVEL REMOVE CAP, DEPRESS VALVE CORE & ALLOW STRUT TO FULLY COMPRESS. REMOVE VALVE BODY. WHEN FLUID LEVEL IS BELOW THE FILLER NECK ADD FLUID PER MIL-H-5606 TO OVERFLOW. REPLACE AIR VALVE. WITH AIRPLANE EMPTY EXCEPT FOR FUEL & OIL INFLATE TO 5.80 TO 6.10 INCHES OF PISTON SHOWING.</p> <p>TO COMPLETELY REFILL JACK AIRPLANE UNTIL NOSE WHEEL PISTON CAN BE FULLY EXTENDED. REMOVE VALVE BODY & FULLY COMPRESS PISTON. ADD FLUID PER MIL-H-5606 TO OVERFLOW. SLOWLY EXTEND PISTON & RECOMPRESS TWO OR THREE TIMES. IF FLUID LEVEL DOES NOT RETURN TO THE FILLER NECK REFILL AND RECYCLE PISTON. REPEAT UNTIL FLUID RETURNS TO FILLER NECK AFTER CYCLING. WITH AIRPLANE EMPTY EXCEPT FOR FUEL & OIL INFLATE STRUT TO 5.80 TO 6.10 INCHES OF PISTON SHOWING.</p>
<p>WARNING RELEASE AIR IN STRUT BEFORE DISASSEMBLING</p>

NOTE: THE PART NUMBER WHICH APPEARS ON THE PLACARD IS THE PART NUMBER OF THE NOSE GEAR STRUT ASSEMBLY AND SHOULD NOT BE CONFUSED WITH THE PART NUMBER OF THE PLACARD ITSELF.

108-820037-1 PLACARD

RECORD COMPLIANCE:

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