

# Beechcraft

## CLASS I

# SERVICE INSTRUCTIONS

77

No. 1218  
ATA Code 32-20

Kit No. 77-8001-1 S

- SUBJECT:** LANDING GEAR - REPLACEMENT OF THE NOSE LANDING GEAR ATTACHMENT BOLTS.
- EFFECTIVITY:** BEEHCRAFT Skipper 77, serials WA-1 through WA-312.
- REASON:** To improve the structural integrity of the nose landing gear attachment points.
- 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 50 service hours.
- APPROVAL:** Engineering data contained in these Service Instructions is FAA approved.
- MANPOWER:** The following information is for planning purposes only:  
  
Estimated man-hours: 2 hours.  
Suggested number of men: 1 man.
- MATERIAL:** The parts required to accomplish these Service Instructions are contained in Kit No. 77-8001-1 S. The kit and the ALODINE 1200, 1200S or 1201 may be ordered through BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers. The value of the kit required to incorporate these Service Instructions on one airplane is to be advised. Price, when issued, will be subject to change without notice. Beech Aircraft Corporation expressly reserves the right to supersede, cancel and/or declare obsolete any kits or publications that may be referenced in these Service Instructions without prior notice.

### NOTICE

All BEEHCRAFT kits, unless otherwise designated, are approved for installation on BEEHCRAFT airplanes in original or BEEHCRAFT modified configurations only. BEEHCRAFT kits may not be compatible with airplanes modified by STC installations or modifications other than BEEHCRAFT approved kits.

- WARRANTY:** Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed on all affected airplanes.

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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.

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CLASS I

## Service Instructions No. 1218

All warranty reimbursements are handled through franchised BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers. Owners and operators should arrange with these outlets to perform the work and have them submit the standard Beech Aircraft Corporation warranty claim form through BEECHCRAFT Parts and Equipment Marketing Wholesalers or International Distributors.

### SPECIAL TOOLS:

None.

### WEIGHT AND BALANCE:

None.

### REFERENCES:

BEECHCRAFT Skipper 77 Maintenance Manual, P/N 108-590000-7 or subsequent, Chapters 32-20 and 71-10.

### PUBLICATIONS

#### AFFECTED:

It is recommended that a note to "See Service Instructions No. 1218" be made in all BEECHCRAFT Skipper 77 Parts Catalog copies, P/N 108-590000-9 or subsequent, Chapter 32-20.

### ACCOMPLISHMENT

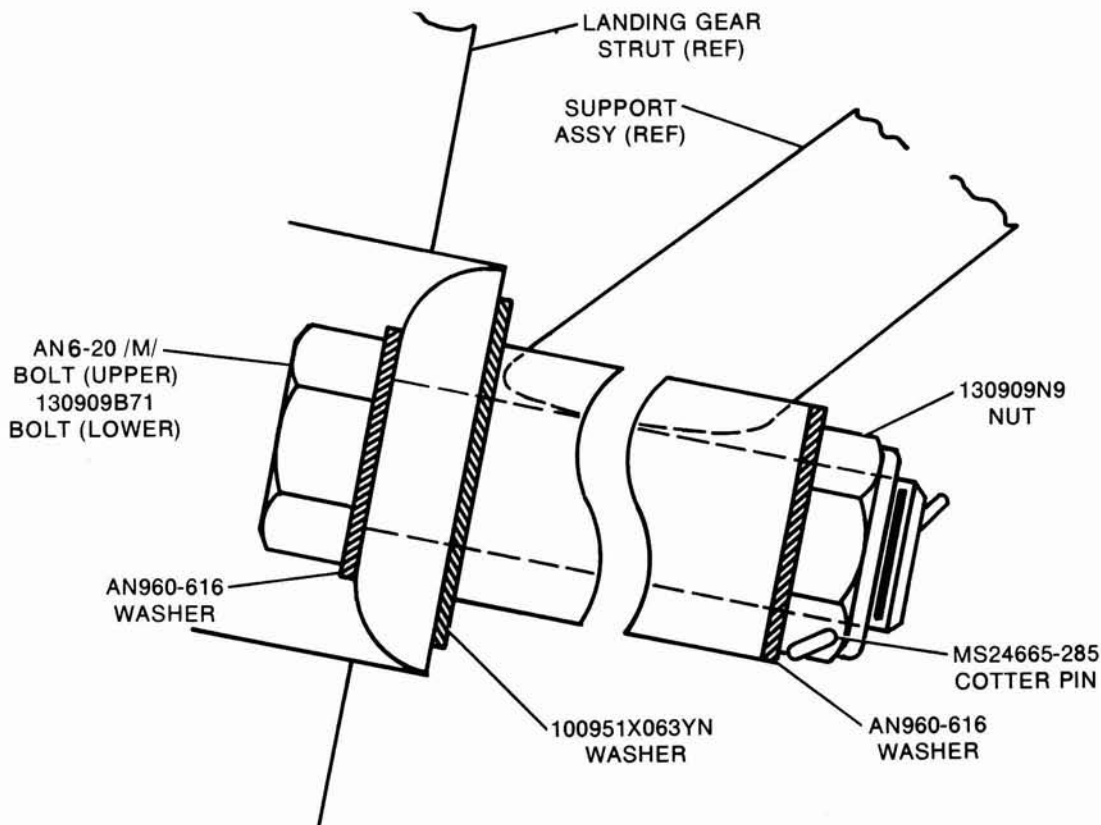
#### INSTRUCTIONS:

These Service Instructions may be accomplished as follows:

1. Refer to the Maintenance Manual and remove the engine cowling.
2. With the tail securely tied down, remove the nose landing gear steering rod bolt and the four bolts securing the nose gear to the engine mount and remove the nose gear from the mount. Discard the four bolts, washers and nuts attaching the nose gear to the engine mount. Retain the steering rod bolt and nut.

3. Remove any paint and/or primer from the aft side of the nose gear mounting lugs in the area where the lugs contact the engine mount (7/8 inch diameter area) and from the inside of the mounting bolt holes. Treat the affected unpainted surfaces with ALODINE 1200, 1200S or 1201 chemical conversion coating. Wash the coated areas with water and blow dry with air (do not wipe dry).

4. Reinstall the nose landing gear using AN6-20 /M/



bolts in the two upper mounting holes and 130909B71 bolts in the lower mounting holes. Install the bolts, washers, and nuts as shown in the illustration. Bolts may be installed with the head forward or aft, as required, for torquing.

5. Torque the nuts to 150-190 inch-pounds and install the MS24665-285 cotter pins. Do not back off torque on the nuts to install the cotter pins. The nuts may be torqued to 390 inch-pounds for cotter pin hole alignment. If the cotter pin holes cannot be aligned within these tolerances, repeat the torquing procedure, using new 130909N9 nuts.

6. Reinstall the bolt and nut attaching the steering rod to the ear on the nose landing gear. Torque the nut to 50-70 inch-pounds and install a MS24665-132 cotter pin. Do not back off torque to install the cotter pin. The nuts may be torqued to 100 inch-pounds for cotter pin hole alignment. If

the cotter pin holes cannot be aligned within these tolerances, repeat the torquing procedure using a new 130909N7 nut.

**NOTE**

The nose wheel should be parallel to the fore and aft center line of the airplane with the rudder pedals centered. Loosen the nose gear steering link arm at the aft end and screw the end fitting either in or out to make adjustments.

7. Reinstall the engine cowling.

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**RECORD**

**COMPLIANCE:**

Upon completion of these Service Instructions, make an appropriate maintenance record entry, specifying the kit identification number and the kit serial number. It is recommended that the parts list contained in the kit be filed for future reference until the listing of parts has been incorporated into the Parts Catalog.