

Beechcraft SERVICE INSTRUCTIONS

CLASS I

19, 23, 24

No. 1245
ATA Code 53-10
Recurring Inspection

SUBJECT: FUSELAGE - INSPECTION FOR CORROSION AT THE FIREWALL AND F.S. 68.00 FRAME.

EFFECTIVITY: BEECHCRAFT A23-19, 19A, M19A and B19, serials MB-1 through MB-520;
B19 Sport 150, serials MB-521 through MB-905;
23, A23, A23A, B23 and C23, serials M-1 through M-1361;
C23 Sundowner 180, serials M-1362 through M-2352;
A23-24 and A24, serials MA-1 through MA-368;
A24R, serials MC-2 through MC-95;
A24R, B24R and C24R Sierra 200, serials MC-96 through MC-772.

REASON: To inspect for possible corrosion in areas surrounding the firewall and F.S. 68.00 frame.

COMPLIANCE: PART I.

Beech Aircraft Corporation considers this to be a mandatory inspection and it should be accomplished within the next 100 service hours, but no later than the next scheduled inspection and at each scheduled inspection thereafter.

PART II.

Beech Aircraft Corporation recommends that this modification be accomplished whenever the firewall is removed for treating corrosion or for any other maintenance.

NOTE

If not previously accomplished, BEECHCRAFT Service Instructions No. 1064 or subsequent revision regarding sealing of the firewall and windshield joint, should be accomplished in conjunction with these Service Instructions.

APPROVAL: Engineering data contained in these Service Instructions is FAA approved.

MANPOWER: The following information is for planning purposes only:

Estimated man-hours for inspection: .5 hours.
Estimated man-hours to trim material: 1 hour.
Suggested number of men: 1 man.

The above is an estimate based on experienced personnel complying with these Service Instructions. Occasionally, after work has started, conditions may be found which could result in additional man-hours.

AW-1300

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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:

- BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers.
- 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.

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Service Instructions No. 1245

NOTE

Accomplishment of these Service Instructions during the 100 hour/annual inspection should have a negligible effect on the time required to accomplish the complete inspection. The .5 man-hour estimate for inspection applies to accomplishment at other than the 100 hour/annual inspection.

MATERIAL: None.

WARRANTY: None.

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: BEECHCRAFT 19, 23, and 24 Shop Manual copies, P/N 169-590015G or subsequent, Section 3.

PUBLICATIONS AFFECTED: It is recommended that a note to "See Service Instructions No. 1245" be made in the following:

BEECHCRAFT 19, 23 and 24 Shop Manual, P/N 169-590015G or subsequent, Section 5
BEECHCRAFT 19, 23 and 24 Continuous Care Inspection Guide P/N 98-37203B or subsequent.

ACCOMPLISHMENT

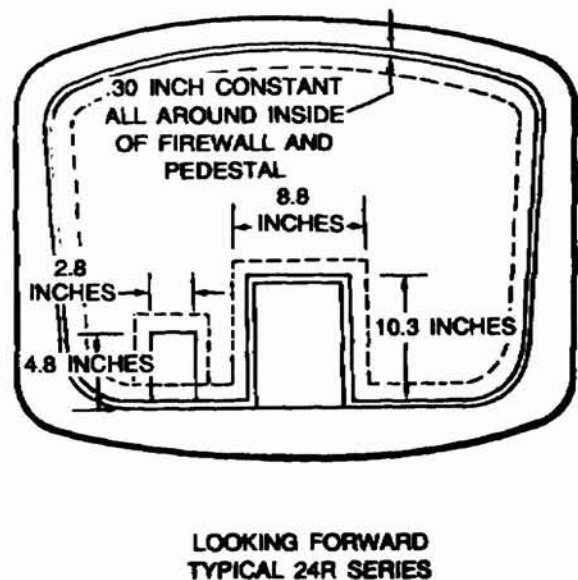
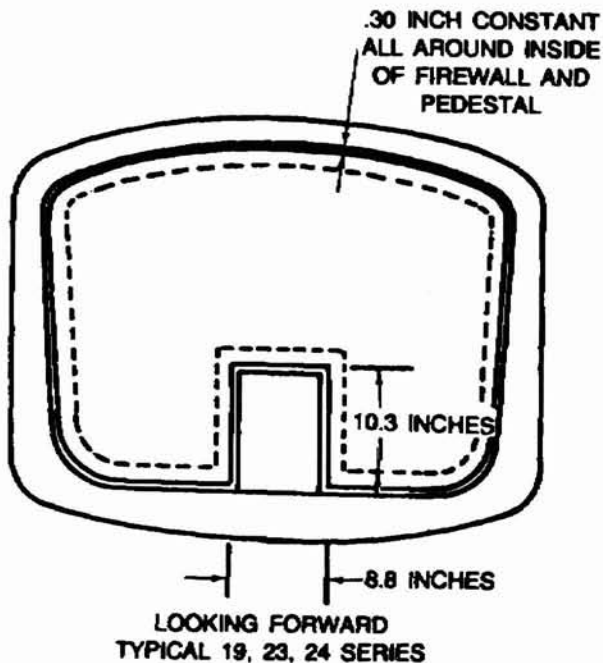
INSTRUCTIONS: These Service Instructions may be accomplished as follows:

PART I

1. Refer to the Shop Manual and remove the front seats and glareshield.
2. Inspect the F.S. 68.00 (firewall) frame for corrosion, paying particular attention to any areas where the upholstery fabric on the aft side of the firewall comes in

contact with the aluminum frame (see illustration).

3. Inspect the control column center console and rudder pedal bell crank bracket inside the console by inserting a mirror into the top of the console. On fixed landing gear airplanes, pay particular attention to the forward edges of the console, where the fabric is sandwiched between the console and the firewall.



NOTE

It may be necessary to lift the fabric away from the metal in order to adequately inspect for corrosion. The fabric may be reattached, using EC-1300 adhesive or equivalent (obtain locally).

4. If corrosion is found as a result of the inspection, treat and repair the corroded areas in accordance with Advisory Circulars, AC 43-4 Corrosion Control for Aircraft and AC 43.13-1A Acceptable Methods, Techniques and Practices - Aircraft Inspection and Repair. If replacement of components is necessary, accomplish in accordance with existing Beechcraft Maintenance Publications.

NOTE

If the firewall is removed during any repair action, accomplish Part II of these Service Instructions.

PART II.

1. The first time the firewall is removed for any reason, trim the firewall fabric and insulation/soundproofing material so that the fabric clears the forward face of the console and the F.S. 68.00 frame by approximately .3 inch around the entire edge of the fabric.

RECORD

COMPLIANCE:

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