

Airworthiness Directive Schedule

Aeroplanes

Beechcraft 23 and 24 Series (Musketeer, Sundowner and Sierra 200)

31 August 2000

- Notes:**
1. This AD schedule is applicable to Beechcraft A23-24 (Musketeer), C23 (Sundowner) and B24R (Sierra 200) aircraft manufactured under Federal Aviation Administration (FAA) Type Certificate No. A1CE.
 2. The date above indicates the amendment date of this schedule.
 3. New or amended ADs are shown with an asterisk *

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- DCA/B23,24/1 Fuel Selector Valve - Installation of Spacers - Modification**
Applicability: As detailed
Requirement: Beech SI 0364-289
Compliance: Within the next 25 hours TIS
Effective Date: 30 September 1970
- DCA/B23,24/2 Fuel Selector Valve - Inspection**
Applicability: As detailed
Requirement: Beech SI 0181-289 Rev.1
Compliance: Within the next 100 hours TIS
Effective Date: 31 March 1971
- DCA/B23,24/3 Restrictors in Fuel Pressure and Oil Pressure Lines - Modification**
Applicability: As detailed
Requirement: Beech SI 0411-240
Compliance: By 30 June 1971
- DCA/B23,24/4 Forward Wing Attach Point Brackets - Inspection**
Applicability: As detailed
Requirement: Beech SI 0042-031 (FAA AD 73-20-07 also refers)
Compliance: Within the next 25 hours TIS and thereafter at intervals not exceeding 100 hours TIS
Effective Date: 30 November 1973
- DCA/B23,24/5 Power Plant Induction Air Ducts - Replacement**
Applicability: S/N MA-2 through MA-363
Requirement: Beech SI 0566-241 Rev. 1 (FAA AD 73-23-3 also refers)
Compliance: Within the next 100 hours TIS
Effective Date: 31 January 1974
- DCA/B23,24/6 Engine Controls - Fuel Mixture Control and Carburettor Heat Control - Inspection and/or Replacement**
Applicability: Model C23 S/N as detailed in SI 0608-159
Requirement: Beech SI 0608-159 Rev. 1 and 0635-159 (FAA AD 74-14-02 also refers)
Compliance: Within the next 25 hours TIS
Effective Date: 22 August 1974
- DCA/B23,24/7 Fuel Selector Valve and Valve Guard - Modification**
Applicability: Model A23-24, A24, A24R and B24R S/N as detailed in SI 0622-289
Requirement: Beech SI 0622-289 (FAA AD 75-01-04 also refers)
Compliance: Within the next 50 hours TIS
Effective Date: 18 March 1975

- DCA/B23,24/8 Mixture Control and Carburettor Heat Control Cables - Inspection**
Applicability: Model A23-24, C23 and B24R S/N as detailed in SI 0717-159
Requirement: Beech SI 0717-159
Compliance: Within the next 50 hours TIS
Effective Date: 18 August 1975
- DCA/B23,24/9 Flap and Stabilator Control Pedestal - Inspection**
Applicability: Model A23-24, C23 and B24R that have manual flap systems. S/N as listed in SI 0751-157
Requirement: Beech SI 0751-157
Compliance: Within the next 50 hours TIS
Effective Date: 21 August 1975
- DCA/B23,24/10 Wings, Outboard Spar - Inspection**
Applicability: All model A23-24, C23 and B24R
Requirement: Beech SI 0824-035
Compliance: Within next 100 hours TIS and thereafter at intervals not exceeding 12 months TIS
Effective Date: 30 June 1975
- DCA/B23,24/11 Engine Nacelles - Modification**
Applicability: Model C23 S/N M-1362 through M-1797. Model A24R and B24R MC-96 through MC-411
Requirement: Beech SI 0835-111
Compliance: By 31 December 1976
Effective Date: 29 October 1976
- DCA/B23,24/12 Wing, Aileron Strap - Modifications**
Applicability: Model 23, A23, A23A, B23 and C23 S/N M-2 through M-1415; A23-24, A24 S/N MA-1 through MA-368; model A24R S/N MC-2 through MC-127
Requirement: Beech SI 0510-032 (FAA AD 76-25-05 also refers)
Compliance: By 30 June 1977
Effective Date: 18 February 1977
- DCA/B23,24/13 Landing Gear - Inspection and Modification**
Applicability: Model 23, A23, A23A, B23 and C23 S/N M-2 through M-1392. A23-24 and A24 S/N MA-1 through MA-368
Requirement: Beech SI 0465-202 (FAA AD 77-03-05 also refers)
Compliance: Within next 150 hours TIS
Effective Date: 31 March 1977

DCA/B23,24/14 Flap Control - Modification

- Applicability:** Model 23, A23, A23A, B23 and C23 S/N M-1 through M-1979; A23-24 and A24 S/N MA-1 through MA-368; A24R, B24R and C24R S/N MC-2 through MC-536
- Requirement:** Beech SI 0940 (FAA AD 78-04-01 also refers)
- Compliance:** Within next 50 hours TIS but not later than 31 May 1978
- Effective Date:** 14 April 1978

DCA/B23,24/15 Stabilator Trim Control Rod- Inspection and Rework

- Applicability:** Model C23 S/N M-1413, M-1414, M-1416 through M-1418, M-1420 through M-1422, M-1424 through M-1438, M-1440 through M-1446, M-1448 through M-2009, M-2011 through M-2015 and M2017 through M-2020. Model B24R and C24R S/N MC-151 through MC-559, MC-561 through MC-563, MC-565 through MC-568, and MC-571
- Requirement:** Inspect trim tab actuator rod and each clevis for correct rivet location per Beech SI 0994 and rework as necessary (FAA AD 78-16-06 refers)
- Compliance:** Within next 25 hours TIS
- Effective Date:** 21 August 1978

DCA/B23,24/16 Fuel Selector - Modification

- Applicability:** Models A23-24 S/N MA-1 through MA-368; C23 S/N M-1285 through M-2223; B24R S/N MC-152 through MC-448, MC-450 and MC-451; C24R S/N MC-449, MC-452 through MC-688, MC-690 through MC-695 not modified per Beechcraft SI 1095 Rev.1
- Requirement:** To preclude possibility of inadvertent 'OFF' selection, modify fuel selector per Beechcraft Mandatory SB 2053 (FAA AD 85-05-02 refers)
- Compliance:** Within next 100 hours TIS
- Effective Date:** 10 May 1985

DCA/B23,24/17 Stabiliser Hinge Assembly - Inspection

- Applicability:** Models 23, A23, A23A, B23, C23, S/N M-1 through M-2392; A23-24, A24, S/N MA-1 through MA-368; A24R, B24R, C24R S/N MC-2 through MC-795
- Requirement:** Visually inspect fasteners securing stabiliser hinge assembly to fuselage for looseness or failure. If any fasteners found loose or failed replace all fasteners securing both left and right hinge assemblies to fuselage. Refer to Beechcraft SB 2182 for further information. (FAA AD 87-02-08 refers)
- Compliance:** Prior to further flight and thereafter at intervals not exceeding 100 hours TIS for normal and utility category aircraft and 25 hours TIS for aerobatic category aircraft
- Effective Date:** 13 February 1987

DCA/B23,24/18 Fuel Pump - Modification

- Applicability:** Models A23-24 and A24, S/N MA-1 through MA-368; A24R, B24R and C24R, S/N MC-2 through MC-795
- Requirement:** To prevent engine power loss due to fuel flow blockage resulting from broken electric fuel pump vanes lodging in engine driven pump, modify per Beechcraft SB 2217 (FAA AD 88-10-01 refers)
- Compliance:** Within next 100 hours TIS
- Effective Date:** 29 July 1988

DCA/B23,24/19 Aileron Push Rod Forward End - Inspection/Replacement

Applicability: Model 23, A23, A23A, B23 and C23 S/N M-1 through M-1879, except M-1875. Model A23-24 and A24 S/N MA-1 through MA-368. Model A24R and B24R S/N MC-2 through MC-451 except MC-151, MC-311 and MC-449

Requirement: To preclude the possibility of separation of aileron push rod ends and loss of aileron control, install inspection openings in the wing lower skins and inspect aileron rod ends per Beechcraft SB 2198 Revision 1. (FAA AD 89-24-09 refers)

Compliance: Within next 100 hours TIS

Effective Date: 2 March 1990

Note: Requirement notified to registered owners on effective date

* **DCA/B23,B24/20 Cancelled**