

19,23,24,33,35,36,55,56TC,58,60,
65,70,80,88,90,95,99,100,200

No. 2031, Rev. II
ATA Code 25-00

Kit No. 23-5004-1 P
Kit No. 23-5004-3 P
Kit No. 23-5010-1 P
Kit No. 23-5010-3 P
Kit No. 35-5034-1 P
Kit No. 35-5034-3 P
Kit No. 35-5034-5 P
Kit No. 35-5034-7 P
Kit No. 55-5012-1 P

Kit No. 55-5012-3 P
Kit No. 55-5012-5 P
Kit No. 55-5012-7 P
Kit No. 58-5005-1 P
Kit No. 58-5005-3 P
Kit No. 58-5009-1 P
Kit No. 58-5009-3 P
Kit No. 58-5009-5 P
Kit No. 58-5009-7 P

Kit No. 58-5009-9 P
Kit No. 58-5009-11 P
Kit No. 60-5021-1 P
Kit No. 60-5022-1 S
Kit No. 90-5034-1 P
Kit No. 95-5002-1 P
Kit No. 95-5002-5 P
Kit No. 100-5009-1 SC

SUBJECT:

EQUIPMENT/FURNISHINGS - NOTICE OF AVAILABILITY OF SHOULDER HARNESS KITS

SYNOPSIS OF CHANGE:

Special credit incentives announced to encourage operator compliance.

REASON:

This Service Bulletin is being issued to announce the availability of kits for the installation of shoulder harnesses on affected airplanes. The installation of these kits will enhance crew and passenger safety during airplane operation. To encourage operators to retrofit their airplanes with this added safety feature, Beech Aircraft Corporation has established special policy prices as well as a 30% Campaign Credit Allowance for customers who purchase applicable kits prior to April 30, 1992 and complete installation by October 31, 1992. (See Warranty Credit Section for details.)

EFFECTIVITY:

Military airplanes are shown in parenthesis.

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-1747;

A23-24 and A24, serials MA-1 through MA-368;

A24R, serials MC-2 through MC-95;

A24R and B24R Sierra 200, serials MC-96 through MC-381 and MC-383 through MC-385;

X Debonair/Bonanza 35-33, 35-A33, 35-B33, 35-C33, E33, F33 and G33, serials CD-1 through CD-1304;

35-C33A, E33A and F33A, serials CE-1 through CE-250, CE-256, CE-260, CE-264 through CE-268 and CE-270 through CE-633;

No BECP M

Issued: June, 1985

Revised: September, 1990

1 of 8

Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of two classes of Service Bulletins. MANDATORY (Red Border) Service Bulletins are changes, inspections and modifications that could affect safety. The factory considers compliance with these Service Bulletins mandatory. OPTIONAL (No Border) Service Bulletins cover changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance at the time of issuance, unless so stated in the publication. Due to the wide range of information covered by the OPTIONAL Service Bulletin, each owner/operator is responsible for conducting a thorough review of each Optional Service Bulletin and determine if compliance is required based on the applicability of the OPTIONAL Service Bulletin to his particular set of operating conditions. Both classes are mailed to:

- BEECHCRAFT Authorized Outlets.
- Owners of record on the FAA Aircraft Registration Branch List and the BEECHCRAFT International Owner Notification Service List.

(c) Those having a publications subscription.

Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Authorized Outlet. As Service Bulletins are issued, temporary notification in the Service Bulletin Master Index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Bulletin and in accordance with the Beech Aircraft Corporation Warranty Policy.

Unless otherwise designated, Beech Aircraft Corporation Service Bulletins as well as BEECHCRAFT kits are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than BEECHCRAFT Approved kits.

98-39071D



Member of GAMA
General Aviation
Manufacturers Association

Beechcraft
A Raytheon Company

E33C and F33C, serials CJ-1 through CJ-128;

35, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35-TC, V35A, V35A-TC, V35B and V35B-TC, serials D-1 through D-9861, D-15001 and D-15002;

36 and A36, serials E-1 through E-824;

Baron 95-55, 95-A55, 95-B55 and 95-B55A, serials TC-1 through TC-349 and TC-351 through TC-1946;

95-B55B (T-42A), serials TF-1 through TF-70;

95-C55, 95-C55A, D55, D55A, E55 and E55A, serials TC-350 and TE-1 through TE-1077;

Turbo-Baron 56TC and A56TC, serials TG-2 through TG-94;

Baron 58 and 58A, serials TH-1 through TH-732;

Duke 60, A60 and B60, serials P-4 through P-388;

Queen Air 65, A65 and A65-8200, serials L-1, L-2, L-6, LF-7, LF-8 and LC-1 through LC-335; 70, serials LB-1 through LB-35;

65-80, 65-A80, 65-A80-8800 and 65-B80, serials LD-1 through LD-511;

65-88, serials LP-1 through LP-26, LP-28 and LP-30 through LP-47;

King Air 65-90, 65-A90, B90, and C90, serials LJ-1 through LJ-692;

E90, serials LW-1 through LW-192;

Travel Air 95, B95, B95A, D95A and E95, serials TD-2 through TD-721;

99, 99A, A99A and B99 Airliners, serials U-1 through U-164;

King Air 100 and A100, serials B-1 through B-94, and B-100 through B-228;

A100 (U21F), serials B-95 through B-99;

B100, serials BE-1 through BE-12;

Super King Air 200, serials BB-2 through BB-165.

COMPLIANCE:

For compliance information on military airplanes affected by this Service Bulletin, contact:

Beech Aerospace Services Inc. (BASI)
Madison, Mississippi
Telephone (601) 856-2274

On all other airplanes affected by this Service Bulletin:

Beech Aircraft Corporation considers this to be a mandatory modification and it should be accomplished as soon as possible after receipt of this Service Bulletin.

No Airworthiness Directive has been issued on the matter covered by this Service Bulletin as of the issue date shown herein.

APPROVAL:

Engineering data contained in this Service Bulletin is FAA approved.

MANPOWER:

The following information is for planning purposes only:

Estimated man-hours to install shoulder harness kits on pilot and copilot seats on 19, 23 and 24 series airplanes: 17 hours per airplane.

Estimated man-hours to install shoulder harness kits on passenger seats on 19, 23 and 24 series airplanes: 8 hours per airplane.

Estimated man-hours to install shoulder harness kits on pilot and copilot seats on Debonair/ Bonanza, Baron, Turbo-Baron or Travel Air airplanes: 24 hours per airplane.

Estimated man-hours to install shoulder harness kits on passenger seats on Debonair/ Bonanza, Baron, Turbo-Baron or Travel-Air airplanes: 12 hours per seat.

Estimated man-hours to install shoulder harness kits on pilot and copilot seats on Duke series airplanes: 24 hours per airplane.

Estimated man-hours to install shoulder harness kits on pilot and copilot seats on Queen Air, King Air, Airliner and Super King Air series airplanes: 30 hours per airplane.

Suggested number of men: 1 man.

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

MATERIAL:

The parts required to install shoulder harnesses on the noted airplane model seat locations are contained in the kits listed below. The kits may be ordered through BEECHCRAFT Aero or Aviation Centers or International Distributors and Dealers. The value of the kits will be advised on order. Beech Aircraft Corporation expressly reserves the right to supersede, cancel and/or declare obsolete any kits or publications that may be referenced in this Service Bulletin without prior notice.

| Models | Kit Number | Application |
|--|-------------------|--------------------------------------|
| A23-19, 19A; M19A, 23, A23, A23A, B23 All series; A23-24 Serials MA-1 through MA-123, MA-125 through MA-141, MA-143 through MA-152 | 23-5004-3 P | Pilot and Copilot seats |
| | 23-5010-1 P | 3rd and 4th seats |
| B19, Serials MB-481 through MB-778 | 23-5004-1 P | Pilot and Copilot seats |
| | 23-5010-1 P | 3rd and 4th seats |
| B19, Serials MB-779 through MB-905 | 23-5010-1 P | 3rd and 4th seats |
| C23, Serials M-1285 through M-1726 and M-1728 through M-1747 | 23-5004-1 P | Pilot and Copilot seats |
| | 23-5010-1 P | 3rd and 4th seats |
| A23-24, Serials MA-124, MA-142 and MA-153 through MA-363 | 23-5004-3 P | Pilot and Copilot seats |
| | 23-5010-1 P | 3rd and 4th seats |
| | 23-5010-3 P | 5th and 6th seats |
| A24, Serials MA-364 through MA-368 | 23-5004-1 P | Pilot and Copilot seats |
| | 23-5010-1 P | 3rd and 4th seats |
| | 23-5010-3 P | 5th and 6th seats |
| A24R, Serials MC-2 through MC-150 | 23-5004-1 P | Pilot and Copilot seats |
| | 23-5010-1 P | 3rd and 4th seats |
| | 23-5010-3 P | 5th and 6th seats |
| B24R, Serials MC-151 through MC-381 and MC-383 through MC-385 | 23-5004-1 P | Pilot and Copilot seats |
| | 23-5010-1 P | 3rd and 4th seats |
| | 23-5010-3 P | 5th and 6th seats |
| 33, A33, B33, and C33, Serials CD-1 through CD-224, CD-233, CD-234, CD-236, CD-241, CD-246 through CD-250 | 35-5034-1 P, -3 P | Pilot and Copilot seats (See Note 3) |
| | 58-5009-1 P | 3rd and 4th seats |
| 33, A33, B33, and C33, Serials CD-225 through CD-232, CD-235, CD-237 through CD-240, CD-242 through CD-245, CD-251 through CD-1027 | 35-5034-5 P, -7 P | Pilot and Copilot seats (See Note 3) |
| | 58-5009-1 P | 3rd and 4th seats |
| C33 and E33, Serials CD-1028 through CD-1234 | 55-5012-5 P, -7 P | Pilot and Copilot seats (See Note 3) |
| | 58-5009-1 P | 3rd and 4th seats |

| Models | Kit Number | Application |
|---|--|---|
| F33, Serials CD-1235 through CD-1254 | 55-5012-1 P, -3 P 58-5009-1 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats |
| G33, Serials CD-1255 and CD-1256 | 55-5012-1 P, -3 P 58-5009-1 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats |
| G33, Serials CD-1257 through CD-1268 | 58-5005-3 P 58-5009-1 P | Pilot and Copilot seats 3rd and 4th seats |
| G33, Serials CD-1269 through CD-1304 | 58-5005-1 P 58-5009-1 P | Pilot and Copilot seats 3rd and 4th seats |
| C33A, Serials CE-1 through CE-26 | 35-5034-5 P, -7 P 58-5009-1 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats |
| C33A, E33A, Serials CE-27 through CE-250, CE-256, CE-260, CE-264 thru CE-268, CE-270 through CE-289 | 55-5012-5 P, -7 P 58-5009-1 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats |
| F33A, Serials CE-290 through CE-350 | 55-5012-1 P, -3 P 58-5009-1 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats |
| F33A, Serials CE-316 through CE-350 | 58-5009-1 P 58-5009-5 P, -7 P | 3rd and 4th seats 5th and 6th seats (See Note 4) |
| F33A, Serials CE-351 through CE-357 | 58-5005-3 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| F33A, Serials CE-358 through CE-633 | 58-5005-1 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| E33C, F33C, Serials CJ-1 through CJ-128 | 58-5009-1 P | 3rd and 4th seats |
| 35, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35 and M35, Serials D-1 through D-6561, D-15001 and D-15002 | 35-5034-1 P, -3 P 58-5009-1 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats |
| N35, P35, Serials D-6562 through D-7309 | 35-5034-5 P 58-5009-1 P | Pilot and Copilot Seats (See Note 3) 3rd and 4th seats |
| S35, D-7310 through D-7976 | 35-5034-5 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot Seats (See Note 3) 3rd and 4th seats 5th and 6th seats (See Note 4) |
| V35, Serials D-7977 through D-8598 | 55-5012-5 P, -7 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats 5th and 6th seats (See Note 4) |
| V35A and V35B, Serials D-8599 through D-9287 | 55-5012-1 P, -3 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats 5th and 6th seats (See Note 4) |
| V35B, Serials D-9288 through D-9307 | 58-5005-3 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| V35B, Serials D-9308 through D-9861 | 58-5005-1 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| 36 and A36, Serials E-1 through E-283 | 55-5012-1 P, -3 P 58-5009-3 P 58-5009-9 P, -11 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats 5th and 6th seats (See Note 4) |
| A36, Serials E-284 through E-312 | 58-5005-3 P 58-5009-3 P 58-5009-9 P, -11 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |

| Models | Kit Number | Application |
|--|---|--|
| A36, Serials E-313 through E-824 | 58-5005-1 P 58-5009-3 P 58-5009-9 P, -11 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| 55 and A55, B55 and B55A, Serials TC-1 through TC-349, TC-351 through TC-965 | 55-5012-5 P, -7 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats 5th and 6th seats (See Note 4) |
| B55 and B55A, Serials TC-966 through TC-1400 | 55-5012-1 P, -3 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats 5th and 6th seats (See Note 4) |
| B55 and B55A, Serials TC-1401 through TC-1453 | 58-5005-3 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| B55 and B55A, Serials TC-1454 through TC-1946 | 58-5005-1 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| B55B (T-42A), Serials TF-1 through TF-65 | 55-5012-5 P, -7 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats 5th and 6th seats (See Note 4) |
| B55B (T-42A), Serials TF-66 through TF-70 | 58-5009-1 P 58-5009-5 P, -7 P | 3rd and 4th seats 5th and 6th seats (See Note 4) |
| C55 and C55A, D55, D55A, E55 and E55A, Serials TC-350, TE-1 through TE-847 | 55-5012-1 P, -3 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats 5th and 6th seats (See Note 4) |
| E55 and E55A, Serials TE-848 through TE-860 | 58-5005-3 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| E55 and E55A, Serials TE-861 through TE-1077 | 58-5005-1 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| 56TC and A56TC, Serials TG-2 through TG-94 | 55-5012-1 P, -3 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats 5th and 6th seats (See Note 4) |
| 58 and 58A, Serials TH-1 through TH-173 | 55-5012-1 P, -3 P 58-5009-3 P 58-5009-9 P, -11 P | Pilot and Copilot seats (See Note 3) 3rd and 4th seats 5th and 6th seats (See Note 4) |
| 58 and 58A, Serials TH-174 through TH-232 | 58-5005-3 P 58-5009-3 P 58-5009-9 P, -11 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| 58 and 58A, Serials TH-233 through TH-732 | 58-5005-1 P 58-5009-3 P 58-5009-9 P, -11 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| 60, A60 and B60, Serials P-4 through P-388 | 60-5021-1 P 60-5022-1 S | Pilot and Copilot seats No kit available for 3rd and 4th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) 5th and 6th seats available on P-4 through P-90 only. See Service Instructions No. 0937) |
| 95 and B95, Serials TD-2 through TD-637 | 55-5012-5 P, -7 P 58-5009-1 P | Pilot and Copilot seats 3rd and 4th seats |

| Models | Kit Number | Application |
|---|---|--|
| D95A and E95, Serials TD-638 through TD-721 | 95-5002-1 P, -5 P 58-5009-1 P 58-5009-5 P, -7 P | Pilot and Copilot seats 3rd and 4th seats 5th and 6th seats (See Note 4) |
| 65, A65, and A65-8200, Serials L-1, L-2, L-6, LF-7, LF-8, and LC-1 through LC-335 | 90-5034-1 P | Pilot or Copilot seat No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| 70, Serials LB-1 through LB-35 | 90-5034-1 P | Pilot or Copilot seat No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| 80, A80, A80-8800 and B80, Serials LD-1 through LD-506 | 90-5034-1 P | Pilot or Copilot seat No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| B80, Serials LD-507 through LD-511 | | No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| 88, Serials LP-1 through LP-26, LP-28 and LP-30 through LP-47 | 90-5034-1 P | Pilot or Copilot seat No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| 90, A90, B90 and C90, Serials LJ-1 through LJ-673 | 90-5034-1 P | Pilot or Copilot seat No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| C90, Serials LJ-674 through LJ-692 | | No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| E90, Serials LW-1 through LW-156 | 90-5034-1 P | Pilot or Copilot seat No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| E90, Serials LW-157 through LW-192 | | No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |

| Models | Kit Number | Application |
|--|------------------------------|--|
| 99, 99A, A99A and B99, Serials U-1 through U-164 | 90-5034-1 P | Pilot or Copilot seat New chairs are required for shoulder harnesses for 3rd, 4th, 5th and 6th seats and only apply to the executive type seating arrangement. Shoulder harness kits are not available for airliner type seating. (See Service Instructions No. 0937) |
| 100 and A100, Serials B-1 through B-223 | 90-5034-1 P 100-5009-1 SC | Pilot or Copilot seat Forward Facing Toilet seat No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| A100, Serials B-224 through B-228 | 100-5009-1 SC | Forward Facing Toilet Seat No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| B100, Serial BE-1 | 90-5034-1 P | Pilot or Copilot seat No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| B100, Serials BE-2 through BE-12 | | No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |
| 200, Serials BB-2 through BB-165 | | No kit is available for 3rd, 4th, 5th and 6th seats. New chairs are required for passenger harness. (See Service Instructions No. 0937) |

NOTES:

1. No shoulder harnesses are available for aft-facing chairs or couch positions on any models.
2. No shoulder harnesses are available for folding chairs except where 5th and 6th seat kits are noted.
3. Kit Numbers 35-5034-1 P, 35-5034-5 P, 55-5012-1 P, 55-5012-7 P and 95-5002-1 P contain beige colored lap and shoulder belts. Kit Numbers 35-5034-3 P, 35-5034-7 P, 55-5012-3 P, 55-5012-5 P and 95-5002-5 P have black colored lap and shoulder belts.
4. Kit No. 58-4003-1 P (Revised Tie Down Information for 5th and 6th Seats) must be accomplished prior to or in conjunction with Kit No. 58-5009-5 P, -7 P, -9 P and -11 P.
5. Any dual use seat (forward and aft facing seat) installed subsequent to delivery of aircraft from the Beech Factory must have shoulder harnesses installed.

BT01220

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 CREDIT:

No warranty coverage is applicable. However, in order to encourage retrofit of shoulder harness kits, a Campaign Credit Allowance is offered. The Allowance is equal to 30% of the invoice price of the applicable kit, and will be credited upon receipt of a properly completed claim within the limited time period of the offer. The applicable kit must be purchased or a non-cancellable firm order must be placed on or before April 30, 1992. The kit must be installed no later than October 31, 1992. A properly completed claim must be received at Beech Aircraft Corporation within 60 days following kit installation. Claim filing will be handled in the routine manner through the Beechcraft Authorized Outlet where the kit was originally purchased. The 30% Campaign Credit Allowance is applicable to the kit purchase price only; no installation labor credit is offered.

For warranty information on military airplanes affected by this Service Bulletin, contact:

Beech Aerospace Services Inc. (BASI)
Madison, Mississippi
Telephone (601) 856-2274
Telex No. 504-132

SPECIAL TOOLS:

None.

WEIGHT AND BALANCE: Check weight and balance information on the applicable model kit drawing.

REFERENCES:

BEEHCRAFT Service Instructions No. 0937.

BEEHCRAFT Service Instructions No. 0942.

PUBLICATIONS

AFFECTED:

It is recommended that a note be made in the appropriate section of the applicable Parts Catalog copies to "See Service Bulletin No. 2031" or subsequent revision.

ACCOMPLISHMENT

INSTRUCTIONS:

Instructions for installation of shoulder harnesses on the noted airplane model seating are contained in the applicable kits.

RECORD COMPLIANCE: Upon completion of this Service Bulletin, 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.

NOTE

If you are no longer in possession of this airplane, please forward this information to the present owner.

Beechcraft

MANDATORY SERVICE BULLETIN

18, 19, 23, 24, 33, 35, 36, B36TC, 50, 55, 56TC
58, 58P, 58TC, 60, 65, 70, 76, 80, 88, 95

No. 2045, Rev. III
ATA Code 28-10

Kit No. 35-5048-1 S
Kit No. 36-5012-1 S
Kit No. 36-5013-1 S
Kit No. 76-5006-1 S

SUBJECT: FUEL - MODIFICATION OF FUEL FILLER AND REPLACEMENT OF FUEL FILLER CAPS

SYNOPSIS OF CHANGE: Kit No. 36-5012-1 S is now available.

EFFECTIVITY: BEECHCRAFT Super G18S and H18, serials BA-553 through BA-765;
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;

NOTE

Serials M-1 through M-554 must accomplish BEECHCRAFT Service Instructions No. 0801-287, Revision I prior to accomplishing this Service Bulletin.

C23 Sundowner 180, serials M-1362 through M-2392;

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-795;

✓ Debonair/Bonanza 35-B33, 35-C33, E33, F33 and G33, serials CD-388 through CD-1304;
35-C33A, E33A and F33A, serials CE-1 through CE-1055;

Bonanza E33C and F33C, serials CJ-1 through CJ-155;

F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35-TC, V35A, V35A-TC, V35B and V35B-TC, serials D-4102 through D-10403 and D-15002;

36 and A36, serials E-1 through E-2216;

A36TC, serials EA-1 through EA-241 and EA-243 through EA-272;

CC-618 M

Issued: May, 1989

1 of 3

Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of two classes of Service Bulletins. MANDATORY (Red Border) Service Bulletins are changes, inspections and modifications that could affect safety. The factory considers compliance with these Service Bulletins mandatory. OPTIONAL (No Border) Service Bulletins cover changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance at the time of issuance, unless so stated in the publication. Due to the wide range of information covered by the OPTIONAL Service Bulletin, each owner/operator is responsible for conducting a thorough review of each Optional Service Bulletin and determine if compliance is required based on the applicability of the OPTIONAL Service Bulletin to his particular set of operating conditions. Both classes are mailed to:

(a) BEECHCRAFT Authorized Outlets.
(b) Owners of record on the FAA Aircraft Registration Branch List and the BEECHCRAFT International Owner Notification Service List.

(c) Those having a publications subscription.

Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Authorized Outlet. As Service Bulletins are issued, temporary notification in the Service Bulletin Master Index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Bulletin and in accordance with the Beech Aircraft Corporation Warranty Policy.

Unless otherwise designated, Beech Aircraft Corporation Service Bulletins as well as BEECHCRAFT kits are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than BEECHCRAFT Approved kits.

B36TC, serials EA-242 and EA-273 through EA-447;

Twin Bonanza 50, serials H-1 through H-11;

B50 and C50, serials CH-12 through CH-360;

D50, D50A, D50B, D50C and D50E, serials DH-1 through DH-347;

E50, serials EH-1 through EH-70;

F50, serials FH-71 through FH-93, FH-95 and FH-96

G50, serials GH-94 and GH-97 through GH-119;

H50, serials HH-120 through HH-149;

J50, serials JH-150 through JH-176;

Baron 95-55, 95-A55, 95-B55 and 95-B55A, serials TC-1 through TC-349 and TC-351 through TC-2456;

95-C55, 95-C55A, D55, D55A, E55 and E55A, serials TC-350 and TE-1 through TE-1201;

95-B55B (T42A), serials TF-1 through TF-70;

Turbo Baron 56TC and A56TC, serials TG-2 through TG-94;

Baron 58 and 58A, serials TH-1 through TH-1450;

Baron 58P, serials TJ-3 through TJ-497;

Baron 58TC, serials TK-1 through TK-151;

Duke 60, A60 and B60, serials P-4 through P-596;

Queen Air 65, A65 and A65-8200, serials L-1, L-2, L-6, LF-7, LF-8 and LC-1 through LC-335;
70, serials LB-1 through LB-35;

Duchess 76, serials ME-1 through ME-437;

Queen Air 65-80, 65-A80, 65-A80-8800 and 65-B80, serials LD-1 through LD-511;

65-88, serials LP-1 through LP-47;

Travel Air 95, B95, B95A, D95, D95A and E95, serials TD-2 through TD-721.

**OPERATIONAL
BENEFITS:**

Beech Aircraft Corporation is issuing this Service Bulletin to reduce the possibility of fueling the airplane with jet fuel.

COMPLIANCE:

Beech Aircraft Corporation considers this to be a mandatory inspection/modification and it should be accomplished within the next 100 hours.

An Airworthiness Directive has been requested on the matter covered by this Service Bulletin.

APPROVAL:

Engineering data contained in this Service Bulletin is FAA approved.

MANPOWER:

The following information is for planning purposes only:

Estimated man-hours: 0.5 hours.

Suggested number of men: 1 man.

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

MATERIAL:

The following kits required for this modification may be ordered through a BEECHCRAFT Authorized outlet:

NOTE

Each kit contains parts and instructions required for the modification of two fuel filler ports.

| MODEL | PART NUMBER | DESCRIPTION | QUANTITY PER AIRPLANE |
|--|-------------|---|-----------------------|
| 18, 19, 23, 24, 33, 35 (D-6746 thru D-10403); 36, 55 (TC-75 thru TC-2456, TE-1 thru TE-1201); 56TC, 58, 60, 65 (LC-103 thru LC-335); 80, LD-151 thru LD-511); and 95 (TD-453 thru TD-721). | 36-5013-1 S | Kit Information - Fuel Filler Neck Restrictor Installation, Non-Lightning | As required |
| 35 (D-4102 thru D-6745 and D-15002); 50, 55 (TC-1 thru TC-74); 65 (LC-1 thru LC-102); 70, 80 (LD-1 thru LD-150; 88, 95 (TD-1 thru TD-452). | 35-5048-1 S | Kit Information - Fuel Filler Neck Restrictor Installation, Non-Lightning | As Required. |
| B36TC (EA-242, EA-273 thru EA-447); 58P (TJ-1 thru TJ-497); 58TC (TK-1 thru TK-151). | 36-5012-1 S | Kit Information - Fuel Filler Neck Restrictor Installation, Lightning | As Required. |
| 76 | 76-5006-1 S | Kit Information - Fuel Filler Neck Restrictor Installation, Non-Lightning | As Required. |

NOTICE

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

WARRANTY CREDIT: None

SPECIAL TOOLS: None

WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS

AFFECTED: It is recommended that a note to "See Service Bulletin No. 2045, Rev. III" be made in the appropriate Section/Chapter of the applicable Parts Catalog.

ACCOMPLISHMENT

INSTRUCTIONS: The parts and instructions required for the installation of new fuel filler neck restrictors are provided in the appropriate kit which is listed in the MATERIAL section.

RECORD COMPLIANCE: Upon completion of this Service Bulletin, 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.

NOTE

If you are no longer in possession of this airplane, please forward this information to the present owner.

33, 35, 36,
55, 58

No. 2109
ATA Code 28-10

Kit No. 33-4005-1 S
Kit No. 33-4005-2 S

SUBJECT:

**FUEL - INSPECTION AND REPLACEMENT OF THE FOAM INSERT IN THE
FUEL CELL RESERVOIR ASSEMBLY**

EFFECTIVITY:

BEECHCRAFT Bonanza F33C, serials CJ-31 thru CJ-135;

Baron 95-B55 and 95-B55A, serials TC-1608 thru TC-1869 and TC-1971 thru TC-2002;

E55 and E55A, serials TE-938, TE-948 thru TE-1080, TE-1082 and TE-1083;

58 and 58A, serials TH-585 thru TH-765 and TH-767 thru TH-772.

Any of the following airplanes which have installed Fuel Cell Reservoir Kit 35-9012 S (LH and RH), 35-9012-1 S (LH) or 35-9012-2 S (RH):

✕ BEECHCRAFT Debonair 33, A33, B33 and C33, serials CD-1 thru CD-1118;

C33A, serials CE-1 thru CE-179;

Bonanza E33, F33 and G33, serials CD-1119 thru CD-1304;

E33A, serials CE-180 thru CE-289;

E33C, serials CJ-1 thru CJ-25;

F33C, serials CJ-26 thru CJ-30;

K35, N35, P35, S35, V35 and V35A, serials D-5726 thru D-9068;

36, serials E-1 thru E-184;

Travel Air 95, B95, B95A, D95A and E95, serials TD-2 thru TD-721;

Baron 95-55, 95-A55, 95-B55 and 95-B55A, serials TC-1 thru TC-1382;

95-C55, 95-C55A, D55, D55A, E55 and E55A, serials TE-1 thru TE-834.

REASON:

To provide a foam insert with a longer service life.

No BECP M

Issued: March, 1986

1 of 5

Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of two classes of Service Bulletins. MANDATORY (Red Border) Service Bulletins are changes, inspections and modifications that could affect safety. The factory considers compliance with these Service Bulletins mandatory. OPTIONAL (No Border) Service Bulletins cover changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance at the time of issuance, unless so stated in the publication. Due to the wide range of information covered by the OPTIONAL Service Bulletin, each owner/operator is responsible for conducting a thorough review of each Optional Service Bulletin and determine if compliance is required based on the applicability of the OPTIONAL Service Bulletin to his particular set of operating conditions. Both classes are mailed to:

(a) BEECHCRAFT Authorized Outlets.
(b) Owners of record on the FAA Aircraft Registration Branch List and the BEECHCRAFT International Owner Notification Service List.

(c) Those having a publications subscription.

Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Authorized Outlet. As Service Bulletins are issued, temporary notification in the Service Bulletin Master Index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Bulletin and in accordance with the Beech Aircraft Corporation Warranty Policy.

Unless otherwise designated, Beech Aircraft Corporation Service Bulletins as well as BEECHCRAFT kits are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than BEECHCRAFT Approved kits.

COMPLIANCE: Beech Aircraft Corporation considers this to be a mandatory inspection and replacement. The inspection must be accomplished every fifty (50) hours of operation until the next scheduled inspection at which time the foam material in the fuel cell reservoir assembly must be replaced.

No Airworthiness Directive has been issued on the matter covered by this Service Bulletin as of the issue date shown herein.

APPROVAL: Engineering data contained in this Service Bulletin is FAA approved.

MANPOWER: The following information is for planning purposes only:

PART I

Estimated man-hours to inspect the fuel strainer on the Debonairs and Bonanzas: .5 hour.

Estimated man-hours to inspect the fuel filters on the Travel Airs and Barons: 2 hours.

Suggested number of men: 1 man.

PART II

Estimated man-hours to install each kit: 8 hours.

Suggested number of men: 1 man.

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

MATERIAL: The following parts required for this modification may be ordered through a BEECH-CRAFT Authorized Outlet:

PART I

| PART NUMBER | DESCRIPTION | QUANTITY PER AIRPLANE |
|-------------|----------------------|-----------------------|
| 35-921181 | Fuel Strainer Gasket | 1 |
| 33-199-6 | Fuel Filter Gasket | 2 |

PART II

| PART NUMBER | DESCRIPTION | QUANTITY PER AIRPLANE |
|-------------|--|-----------------------|
| 33-4005-1 S | Kit Information - Foam Insert Installation, Fuel Reservoir - LH | 1 |
| 33-4005-2 S | Kit Information - Foam Insert Installation, Fuel Reservoir - RH | 1 |

The value of the parts required to accomplish this Service Bulletin on one airplane is to be advised. Price, when issued, will be subject to change without notice.

The following parts are also required to accomplish PART II of this Service Bulletin but are not provided in the kit and may be obtained locally:

| PART NUMBER | DESCRIPTION | QUANTITY PER AIRPLANE |
|-------------|-------------|-----------------------|
| MS20995C32 | Safety Wire | As Required |

WARRANTY:

Warranty credit for parts and labor to the extent noted under MATERIAL and MAN-POWER will be allowed on all affected airplanes.

All warranty reimbursements are handled through franchised BEEHCRAFT Authorized Outlets. 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 a BEEHCRAFT Authorized Outlet.

SPECIAL TOOLS:

None.

WEIGHT AND BALANCE:

None.

REFERENCES:

BEEHCRAFT Executive Airplane Safety Communique #67 dated April, 1985.

**PUBLICATIONS
AFFECTED:**

It is recommended that a note to "See Service Bulletin No. 2109" be made in the following:

BEEHCRAFT Bonanza 33 through E33 Series Parts Catalog copies, P/N 33-590011-3E or subsequent, Figure 52.

BEEHCRAFT Bonanza F33, G33, F33A and F33C Parts Catalog copies, P/N 33-590010-7E or subsequent, Figure 281.

BEEHCRAFT Bonanza H35 through V35A Series Parts Catalog copies, P/N 35-590015-9C or subsequent, Figure 55.

BEEHCRAFT Bonanza V35B Parts Catalog copies, P/N 35-590102-5E or subsequent, Figure 281.

BEEHCRAFT Bonanza 36 Parts Catalog copies, P/N 36-590001-1G or subsequent, Figure 281.

BEEHCRAFT Travel Air 95 Series Parts Catalog copies, P/N 95-590018B or subsequent, Figure 57.

BEEHCRAFT Baron B55 and E55 Parts Catalog copies, P/N 96-590010-13B or subsequent, Chapter 28-10.

BEEHCRAFT Baron B55, E55 and 58 Parts Catalog copies, P/N 58-590000-19D or subsequent, Chapter 28-10.

**ACCOMPLISHMENT
INSTRUCTIONS:**

This Service Bulletin may be accomplished as follows:

PART I

1. Gain access to the fuel strainer or fuel filters.

NOTE

The Debonair's and Bonanza's fuel strainer is located below the fuel selector valve. The access door is located on the lower left hand side of the airplane. The Travel Air's and Baron's main fuel filters are located in each main landing gear wheel well on the wing forward spar web.

2. Inspect the fuel strainer or filters for brown foam material. If foam material is found, proceed to Part II. If no foam material is found, reassemble the strainer or filters using new gaskets (refer to the MATERIAL section for applicable part numbers).

NOTE

The strainer or filters must be inspected every fifty (50) hours of operation until the next scheduled inspection at which time all airplanes, which have installed the fuel cell reservoir kit, listed in the EFFECTIVITY Section must comply with PART II of this Service Bulletin.

PART II

1. Disconnect the battery and remove all electrical power from the airplane.
2. Defuel the airplane.
3. Remove the access door to the fuel cell outlet strainer located on the lower portion of the wing adjacent to the fuselage.
4. Disconnect the fuel line from the fuel strainer assembly.

NOTE

Attach a wire or a piece of tape around the fuel line connector nut to prevent the nut from slipping back into the fuselage.

5. Loosen the fuel cell nipple clamp. Do not remove the clamp from the fuel cell nipple.
6. Unscrew the fuel strainer connector assembly from the fuel cell reservoir.

NOTE

Use caution when removing the fuel strainer connector as the screen on the strainer may become entangled in the foam material in the reservoir.

7. Gain access to the fuel cell reservoir by accomplishing one of the following:
 - a. 40 gallon fuel cell - Remove the access panel to the inboard fuel transmitter. Remove the access plate attached to the fuel cell access ring. Retain the attaching hardware.
 - b. 25 gallon fuel cell - Remove the fuel cap adapter assembly attached to the fuel cell access ring. Retain the attaching hardware.

NOTE

It is recommended that the fuel transmitter be removed to eliminate the chance of the transmitter being damaged.

CAUTION

Use caution when removing the reservoir so that the flapper check valve will not be damaged.

8. Compress the reservoir into a small circumference and remove it through the fuel cell access hole.
9. Remove the flapper check valve from the reservoir. Retain the attaching hardware.
10. Remove the foam insert from the reservoir and flush out the reservoir with fuel.
11. Install the new P/N FCD-64601-1 foam insert (LH) or P/N FCD-64601-2 foam insert (RH) in the reservoir tank. Insert the foam through the flapper check valve hole. The foam insert must be positioned throughout the tank to ensure that the reservoir tank is properly supported.

NOTE

Ensure that the two cutouts in the foam insert align with the two holes in the reser-

voir tank for the fuel cell outlet strainer and flapper check valve.

12. Install the flapper check valve with the hardware retained in Step 10. Ensure that the flapper check valve operates freely and has adequate clearance from the foam insert.
13. Tape the flapper check valve shut. This is to eliminate the chance of damaging the flapper during installation of the reservoir.
14. Flush out the fuel cell with fuel to remove any foreign debris.
15. Reinstall the reservoir in the main fuel cell. Make sure that the reservoir is positioned properly on the bottom of the fuel cell.
16. Insert the fuel strainer connector assembly through the fuel cell nipple into the reservoir.

CAUTION

Avoid cross threading the fuel strainer connector assembly into the reservoir. Avoid bending or distorting the fuel strainer which is attached to the connector assembly, for it may become entangled in the foam insert inside the reservoir.

17. Tighten the fuel cell nipple clamp. Torque the clamp to 5 - 10 inch-pounds.
18. Remove the tape from the flapper check valve and check to ensure proper operation of the flapper.
19. Clean the fuel screens in the fuel control unit and the distributor valve. Clean the injector nozzles and flush out all fuel lines and selector valves.
20. Connect the fuel line to the fuel strainer connector assembly.
21. Reinstall the fuel cell access panels as follows:
 - a. 40 gallon fuel cell
 - 1). Using a new P/N 35-921502 gasket, install the fuel cell access plate using the attaching hardware removed in Step 7a.
 - 2). Torque the bolts to 45 - 50 inch-pounds and safety with P/N MS20995C32 wire.
 - b. 25 gallon fuel cell
 - 1). Using a new P/N 35-921502 gasket, install the fuel cap adapter using the attaching hardware removed in Step 7b.
 - 2). Torque the bolts to 40 - 50 inch-pounds and safety with MS20995C32 wire.
 - 3). Apply Permatex #2 sealer (P/N of Permatex Co., Inc., Kansas City, Ks.) or equivalent (obtain locally) between the fuel cap adapter and the airplane skin.
22. Reinstall the access door removed in Step 3.

23. Repeat Steps 3 through 22 on the opposite main fuel cell if a fuel cell reservoir assembly has been installed.
24. Refuel the airplane and check for leaks.

RECORD COMPLIANCE: Upon completion of this Service Bulletin, 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.

NOTE

If you are no longer in possession of this airplane, please forward this information to the present owner.

33, 35, 36, 55, 56TC, 58, 95

No. 2190
ATA Code 52-10

SUBJECT: DOORS - CABIN DOOR LATCHING WARNING PLACARD AND CABIN DOOR ADJUSTMENT INSTRUCTIONS

REASON: This Service Bulletin is being issued to provide a cabin door latching warning placard and to provide proper door rigging instructions. There have been reports of accidents which followed a cabin door opening because the pilot did not make sure the door was properly latched prior to takeoff. In each accident the pilot failed to continue to fly the airplane and either lost control or allowed the airplane to stall at low altitude.

EFFECTIVITY: Military airplanes are shown in parenthesis.

✕ BEECHCRAFT Debonair/Bonanza 35-33, 35-A33, 35-B33, 35-C33, E33, F33 and G33, serials CD-1 through CD-981 and CD-983 through CD-1304;

35-C33A, E33A and F33A, serials CE-1 through CE-235, CE-249, CE-250, CE-256, CE-260, CE-264 through CE-268 and CE-270 through CE-1407;

Bonanza E33C and F33C, serials CJ-1 through CJ-179;

35, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35-TC, V35A, V35A-TC, V35B and V35B-TC, serials D-1 through D-10403, D-15001 and D-15002;

36 and A36, serials E-1 through E-2513;

A36TC and B36TC, serials EA-1 through EA-499;

Baron 95-55, 95-A55, 95-B55 and 95-B55A, serials TC-1 through TC-349, TC-351 through TC-1392, TC-1397 through TC-1401, TC-1403 through TC-2456;

95-C55, 95-C55A, D55, E55 and E55A, serials TC-350, TE-1 through TE-49 and TE-51 through TE-1201;

95-B55B (T42A), serials TF-1 through TF-70;

56TC and A56TC, serials TG-2 through TG-94;

58 and 58A, serials TH-1 through TH-1571;

58TC, serials TK-1 through TK-151;

Travel Air 95, B95, B95A, D95A and E95, serials TD-2 through TD-721.

No BECP M

Issued: September, 1990

1 of 7

Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of two classes of Service Bulletins. MANDATORY (Red Border) Service Bulletins are changes, inspections and modifications that could affect safety. The factory considers compliance with these Service Bulletins mandatory. OPTIONAL (No Border) Service Bulletins cover changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance at the time of issuance, unless so stated in the publication. Due to the wide range of information covered by the OPTIONAL Service Bulletin, each owner/operator is responsible for conducting a thorough review of each Optional Service Bulletin and determine if compliance is required based on the applicability of the OPTIONAL Service Bulletin to his particular set of operating conditions. Both classes are mailed to:

- BEECHCRAFT Authorized Outlets.
- Owners of record on the FAA Aircraft Registration Branch List and the BEECHCRAFT International Owner Notification Service List.

- Those having a publications subscription.

Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Authorized Outlet. As Service Bulletins are issued, temporary notification in the Service Bulletin Master Index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Bulletin and in accordance with the Beech Aircraft Corporation Warranty Policy.

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Service Bulletin No. 2190

COMPLIANCE: Beech Aircraft Corporation considers the installation of the cabin door latching warning placard and evaluation of the door for proper latching to be mandatory and should be accomplished within the next 50 flight hours.

For compliance information on military airplanes affected by this Service Bulletin, contact your appropriate headquarters.

An Airworthiness Directive has been requested on the matter covered by this Service Bulletin.

APPROVAL: Engineering data contained in this Service Bulletin is FAA approved.

MANPOWER: The following information is for planning purposes only:

Estimated man-hours for installation of placard: 0.3 hour.

Estimated man-hours for door adjustment, if required: 3.5 hours.

Suggested number of men: 1 man.

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

MATERIAL: The P/N 36-530166-3 placard required for this modification is attached to this Service Bulletin.

WARRANTY CREDIT: Warranty credit for door adjustment, to the extent noted under MANPOWER will be allowed on affected airplanes which are within warranty at the time this Service Bulletin is issued, if adjustment is necessary.

Warranty credit is not available for installation of the placard.

Warranty coverage offered in this Service Bulletin will expire 12 months from the last day of the month this Service Bulletin is issued. After this date, the owner/operator assumes the responsibility for compliance and cost. Beech Aircraft Corporation reserves the right to void continued warranty coverage in the area affected by this Service Bulletin if this Service Bulletin is not complied with.

All warranty work must be accomplished by a BEEHCRAFT Service Center rated to perform maintenance on the specific model of BEEHCRAFT.

All warranty reimbursements are handled through BEEHCRAFT authorized outlets. 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 a BEEHCRAFT authorized outlet.

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: No change.

REFERENCES: None.

PUBLICATIONS

AFFECTED: It is recommended that a note "See Service Bulletin No. 2190" be made in the following:

BEEHCRAFT Bonanza 33 Series Shop Manual, P/N 33-590011-1C or subsequent, Section 3;

BEEHCRAFT Bonanza 35 Series Shop Manual; P/N 35-590096B or subsequent, Section 3;

BEEHCRAFT Bonanza 36 Series Shop Manual, P/N 36-590001-3B or subsequent, Section 3;

BEEHCRAFT Bonanza Series Maintenance Manual, P/N 36-590001-9 or subsequent, Chapter 52-10;

BEEHCRAFT Baron 55, 58 Shop Manual, P/N 55-590000-13E or subsequent, Section 3;

BEEHCRAFT 95-B55B (T42A) Organizational, Direct and General Support Maintenance Manual, P/N 96-590022B or subsequent, Chapter 4, Paragraph 4-15;

BEEHCRAFT Baron 56TC Shop Manual, P/N 55-590003-5B or subsequent, Section 3;

BEEHCRAFT Baron 58P, 58TC Maintenance Manual, P/N 102-590000-5 or subsequent, Chapter 52-10;

BEEHCRAFT Travel Air 95 Shop Manual, P/N 95-590001-1C or subsequent, Section 3.

BEEHCRAFT Debonair/Bonanza 33 Series Parts Catalog, P/N 33-590011-3E or subsequent, Figure 9;

BEEHCRAFT Bonanza F33, G33, F33A, and F33C Parts Catalog, P/N 33-590010-7F or subsequent, Figure 104;

BEEHCRAFT Bonanza 35 through G35 Parts Catalog, P/N 35-590028B or subsequent, Section 2;

BEEHCRAFT Bonanza H35, J35, K35, M35, N35, P35, S35, V35, V35TC, V35A, V35A-TC Parts Catalog, P/N 35-590015-9C or subsequent, Section 2;

BEEHCRAFT Bonanza V35B and V35B-TC Parts Catalog, P/N 35-590102-5E, Figure 104;

BEEHCRAFT Bonanza 36, A36, A36TC and B36TC Parts Catalog, P/N 36-590001-1G or subsequent, Figure 104;

BEEHCRAFT Baron 55, A55, B55, C55 (C55A), D55 (D55A), and E55 (E55A) Parts Catalog, P/N 96-590010-13B, Chapter 52-10;

BEEHCRAFT Baron B55, E55 and 58 Parts Catalog, P/N 58-590000-19E or subsequent, Chapter 52-10;

BEEHCRAFT T42A Organizational, Direct and General Support Maintenance Repair Parts Manual, P/N 96-590023C or subsequent, Section 2;

BEEHCRAFT Baron 56TC and A56TC Parts Catalog, P/N 96-590003-7B or subsequent, Section 2;

BEEHCRAFT Baron 58TC Parts Catalog, P/N 102-590000-7E or subsequent, Chapter 52-10;

BEEHCRAFT Travel Air 95, B95, B95A, D95A and E95 Parts Catalog, P/N 95-590018B or subsequent, Section 2.

ACCOMPLISHMENT

INSTRUCTIONS:

This Service Bulletin may be accomplished as follows:

1. Affix the enclosed P/N 36-530166-3 placard to the inside lower forward corner of the door window above the inside door handle as shown in Figure 1.

- The door is not airtight or watertight.
- The door is opening in flight.
- The door has recently been removed or repaired.

NOTE

It is not necessary to install the new P/N 36-530166-3 placard on airplanes that have a placard installed on the door window that reads, "WARNING - MAKE CERTAIN PILOT VERIFIES DOOR IS PROPERLY LATCHED BEFORE TAKE OFF".

2. If any of the following conditions have been reported by the owner/pilot, inspect the cabin door for proper latching.

- The door is difficult to close.
- There is excessive wind noise around the door.

If the cabin door is functioning properly and none of the aforementioned conditions have been reported by the owner/pilot, no further action is necessary.

If any of the aforementioned conditions have been found, proceed as follows:

3. Ensure that the door internal latch mechanism is not binding and/or preventing proper door closing as follows:

- a. With the door in the open position, operate the latching mechanism several times to ensure that the internal mechanism is operating smoothly and properly.
- b. With the door still in the open position, rotate the inside door handle counterclockwise as far as possible.

Service Bulletin No. 2190

ble. Mark the inside handle escutcheon plate at the edge of the blade protruding from the inner forward end of the handle.

c. Place the latch in the open position and then close and latch the door. Check to see that the handle rotates to the position that was marked in Step 2b. If the handle does not line up with the mark, open the door and remove the door upholstery. Inspect the latching mechanism to determine the reason for the interference and make the necessary adjustments.

NOTE

The areas of possible interference are where the lower pin (if installed), the upper latch hook (if installed), and the aft bolt engage in the door frame.

4. The latches may require adjustment to ensure positive door locking as follows:

a. **UPPER LATCH** (if installed) - There are three points that should be inspected and/or adjusted on the upper latch.

NOTE

The following step applies only to those airplane cabin doors that have an adjustable overcenter mechanism stop screw, as shown in Figure 1.

1) Referring to Figure 1, View A-A, check to ensure that the upper latch mechanism is over center when the door is latched. This can be accomplished by using a small inspection mirror to see that the upper operating link is against the adjustment screw and the forward edge of the upper operating link is forward of the forward edge of the lower operating link. If the latch mechanism is not over center when the door is latched, adjust the overcenter stop screw.

NOTE

The following step applies only to those airplane cabin doors that have an adjustable roll pin in the upper latch mechanism.

2) Referring to Figure 1, View A-A, check to ensure that the upper latch hook pin is positioned so that it is almost touching the aft portion of the hook, but not riding on the hook. If the upper hook does not properly engage the pin, move the pin forward or aft (it has four positions) to obtain proper adjustment.

3) Check for proper adjustment of the door upper latch bracket in the door sill above the door. If the door does not fit properly in the frame (inboard/outboard) when closed and latched, leaving a noticeable gap

between the door and the frame, the upper latch bracket needs to be adjusted "in" to create more tension on the door. This can be accomplished by adjusting the forward tension screw. Refer to Figure 1, View A-A.

b. **LOWER LATCH** (if installed) - The lower aft latch pin should be adjusted in the latched (closed) position so that the shoulder (straight sided) portion of the pin has extended through both the striker plate and the door opening frame to a minimum of 0.05 inch below the lower surface of the door opening frame, as shown in Figure 1, View D of View B. Adjust the pin as follows, so that it just clears the striker plate when the latch is in the unlatched (open) position, and does not interfere with door opening.

NOTE

The amount of the pin protruding from the door with the latch open will depend on the gap between the bottom of the door and the door frame in the fuselage.

- 1) Remove the safety wire in the turnbuckle.
- 2) Turn the barrel to extend or retract the pin as necessary.

NOTE

It may be necessary to shorten the pin guide by grinding a maximum of 0.2 inch off the top of the pin guide as shown in Figure 1, View D of View B, in order to obtain enough travel to make this adjustment.

- 3) Safety the turnbuckle.

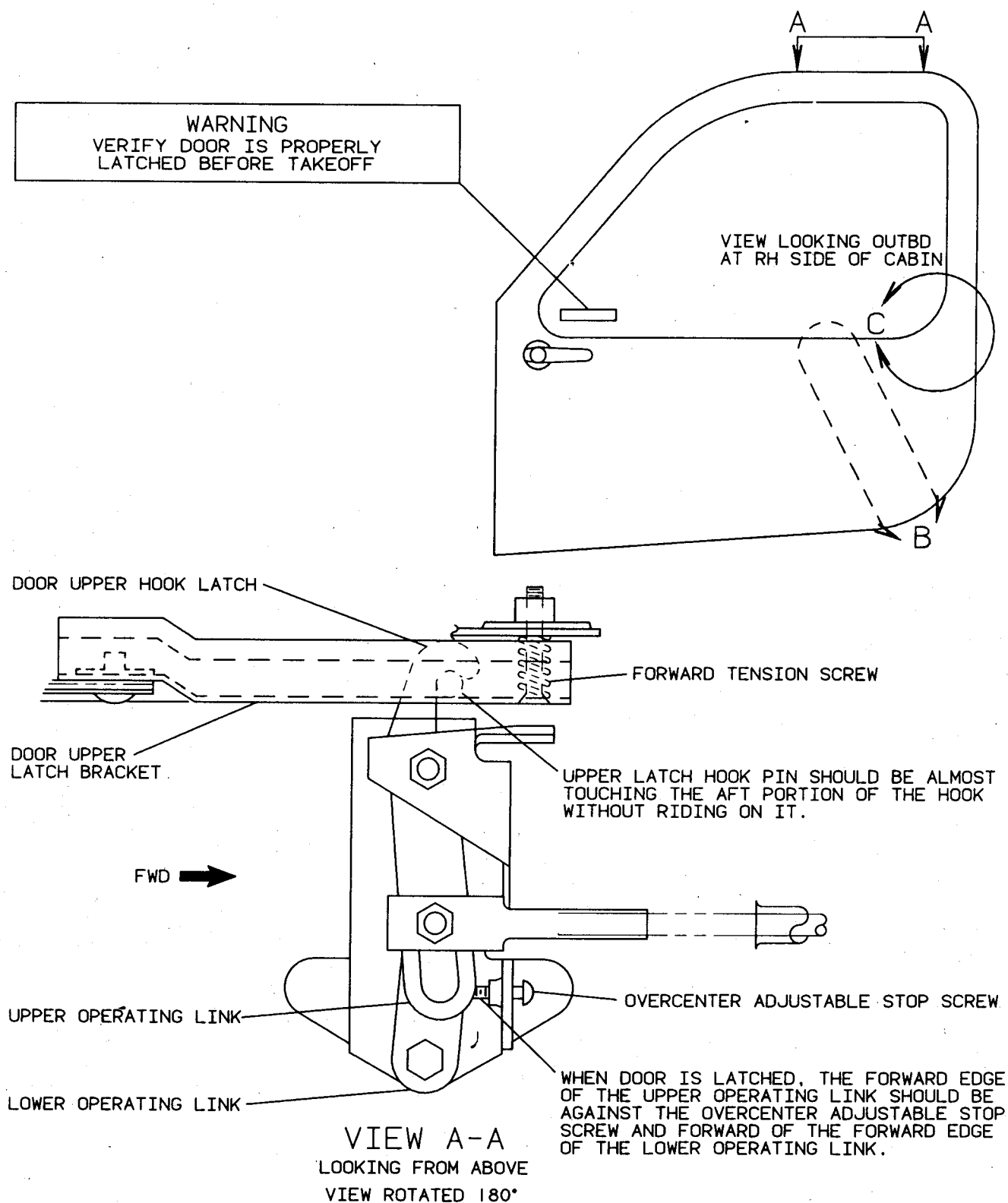
c. **AFT LATCH BOLT** - Check to ensure that the aft latch bolt provides a precatch and protrudes into the socket on the aft door frame as far as possible without bottoming out. If adjustment is required, proceed as follows, referring to Figure 1, View C.

- 1) Disconnect the operating tube at the inside door handle.
- 2) Disconnect the lower aft latch pin mechanism from the operating tube (if applicable).
- 3) Rotate the tube to allow the bolt to protrude the proper distance.

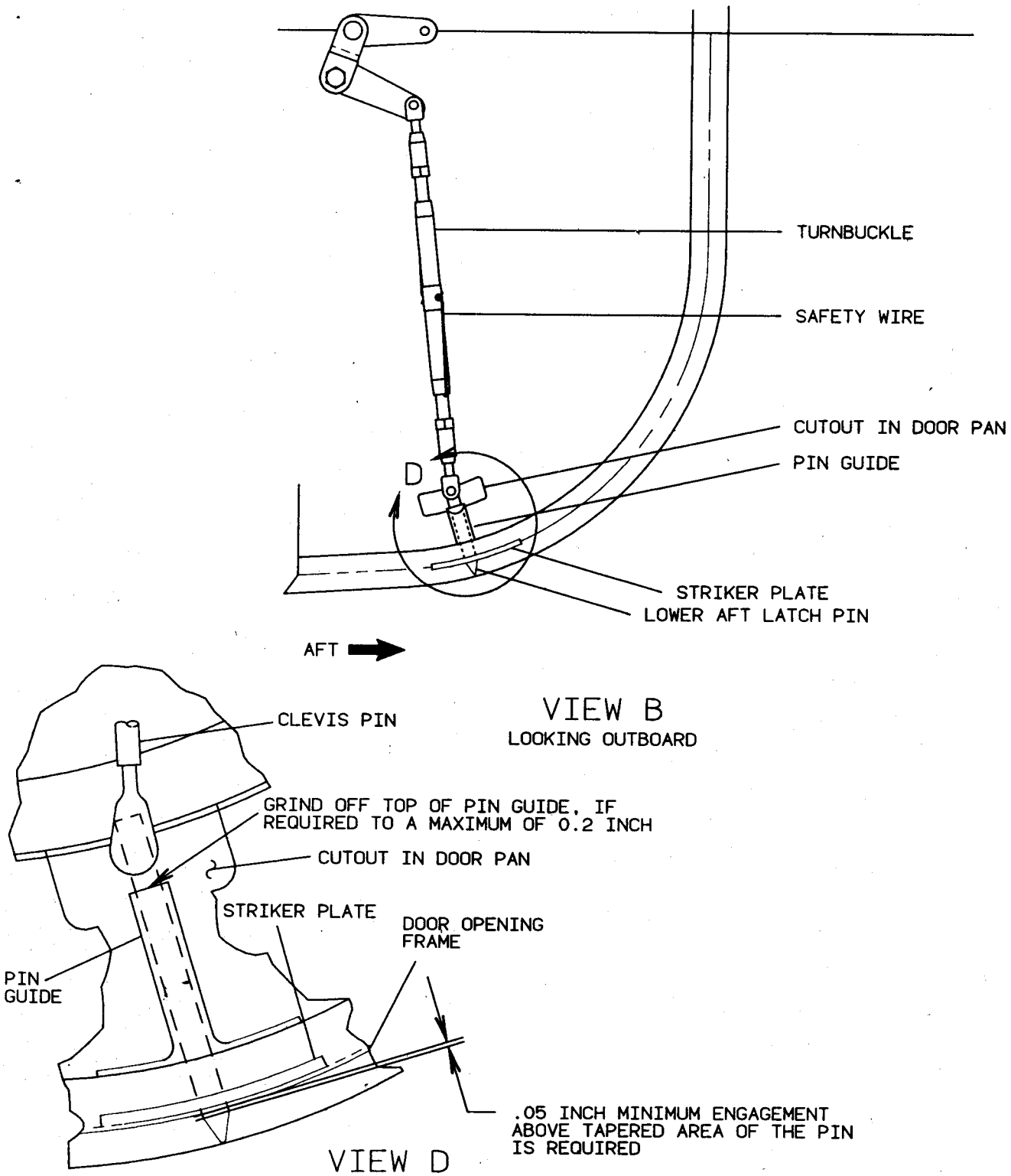
NOTE

When this is done the outside handle may protrude up to 0.25 inch into the airstream, which is acceptable.

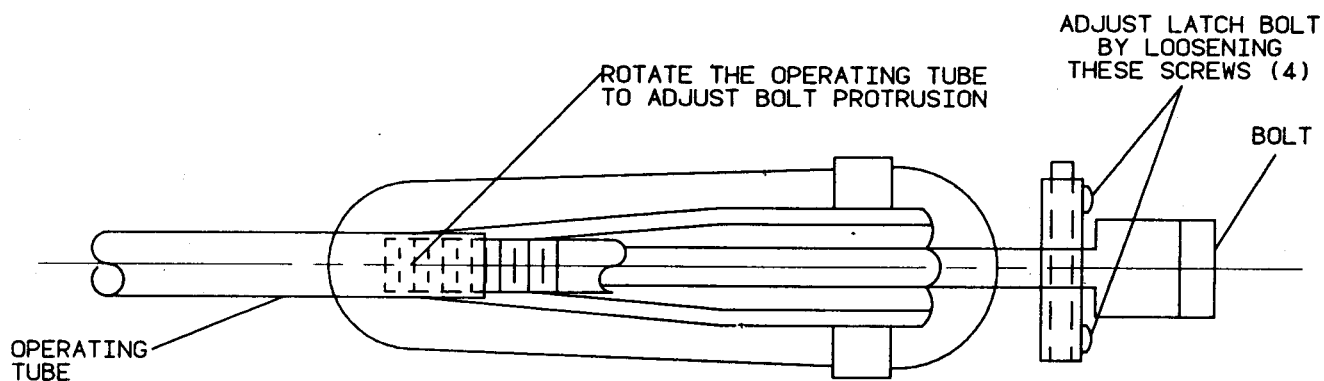
- 4) Reconnect the lower aft latch pin mechanism (if applicable) to the operating tube. Reconnect the operating tube to the inside door handle.



Cabin Door Latch Points
Figure 1



Cabin Door Latch Points
Figure 1



VIEW C
INSIDE DOOR LOOKING OUTBOARD

Cabin Door Latch Points
Figure 1

NOTE

The aft latch bolt can be adjusted inboard or outboard by loosening the four retaining screws on the aft side of the door and moving the bolt inboard or outboard as necessary, and then tightening the four screws.

NOTE

If any of the conditions described in Step 1 are still present after following the door adjustment instructions contained in this Service Bulletin, contact Beech Customer Support, Telephone (316) 681-8495 or Telefax No. (316) 681-8027.

5. Reinstall any upholstery and/or equipment that was removed to facilitate this Service Bulletin.

RECORD COMPLIANCE: Upon completion of this Service Bulletin, make an appropriate maintenance record entry.

NOTE

If you are no longer in possession of this airplane, please forward this information to the present owner.

Beechcraft

OPTIONAL SERVICE BULLETIN

33, 35, 36

No. 2219
ATA Code 32-20

SUBJECT:

LANDING GEAR - REPLACEMENT OF NOSE LANDING GEAR DOOR STIFFENER

OPERATIONAL BENEFITS:

Beech Aircraft Corporation is issuing this Service Bulletin to prevent the nose landing gear tire from engaging the angle on the landing gear door and prevent extension of the nose landing gear.

EFFECTIVITY:

✕ BEECHCRAFT Debonair 35-33, 35-A33, 35-B33 and 35-C33, serials CD-1 through CD-1118;

35-C33A, serials CE-1 through CE-179;

Bonanza E33, F33 and G33, serials CD-1119 through CD-1304;

E33A and F33A, serials CE-180 through CE-1028;

→ E33C and F33C, serials CJ-1 through CJ-155;

K35, M35, N35, P35, S35, V35, V35TC, V35A, V35A-TC, V35B and V35B-TC, serials D-5726 through D-10403;

36 and A36, serials E-1 through E-2143;

A36TC and B36TC, serials EA-1 through EA-409.

COMPLIANCE:

At the owner's/operator's discretion, however, Beech Aircraft Corporation recommends that this Service Bulletin be accomplished no later than the next scheduled inspection.

APPROVAL:

Engineering data contained in this Service Bulletin is FAA approved.

MANPOWER:

The following information is for planning purposes only:

Estimated man-hours: 3 hours.

Suggested number of men: 1 man.

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

MATERIAL:

The P/N 35-410077-46 stiffener and rivets required for this modification may be ordered through a BEECHCRAFT Authorized Outlet. The value of the parts required to perform this modification on one airplane is to be advised. Prices, when issued, will be subject to change without notice.

BD-680 O

Issued: December, 1987

1 of 3

Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of two classes of Service Bulletins. MANDATORY (Red Border) Service Bulletins are changes, inspections and modifications that could affect safety. The factory considers compliance with these Service Bulletins mandatory. OPTIONAL (No Border) Service Bulletins cover changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance at the time of issuance, unless so stated in the publication. Due to the wide range of information covered by the OPTIONAL Service Bulletin, each owner/operator is responsible for conducting a thorough review of each Optional Service Bulletin and determine if compliance is required based on the applicability of the OPTIONAL Service Bulletin to his particular set of operating conditions. Both classes are mailed to:

(a) BEECHCRAFT Authorized Outlets.
(b) Owners of record on the FAA Aircraft Registration Branch List and the BEECHCRAFT International Owner Notification Service List.

(c) Those having a publications subscription.

Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Authorized Outlet. As Service Bulletins are issued, temporary notification in the Service Bulletin Master Index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Bulletin and in accordance with the Beech Aircraft Corporation Warranty Policy.

Unless otherwise designated, Beech Aircraft Corporation Service Bulletins as well as BEECHCRAFT kits are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than BEECHCRAFT Approved kits.



Member of GAMA
General Aviation
Manufacturers Association

Beechcraft
A Raytheon Company

Service Bulletin No. 2219

WARRANTY: None.

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS

AFFECTED:

It is recommended that a note to "See Service Bulletin No. 2219" be made in the following:

None.

ACCOMPLISHMENT

INSTRUCTIONS:

This Service Bulletin may be accomplished as follows:

NOTE

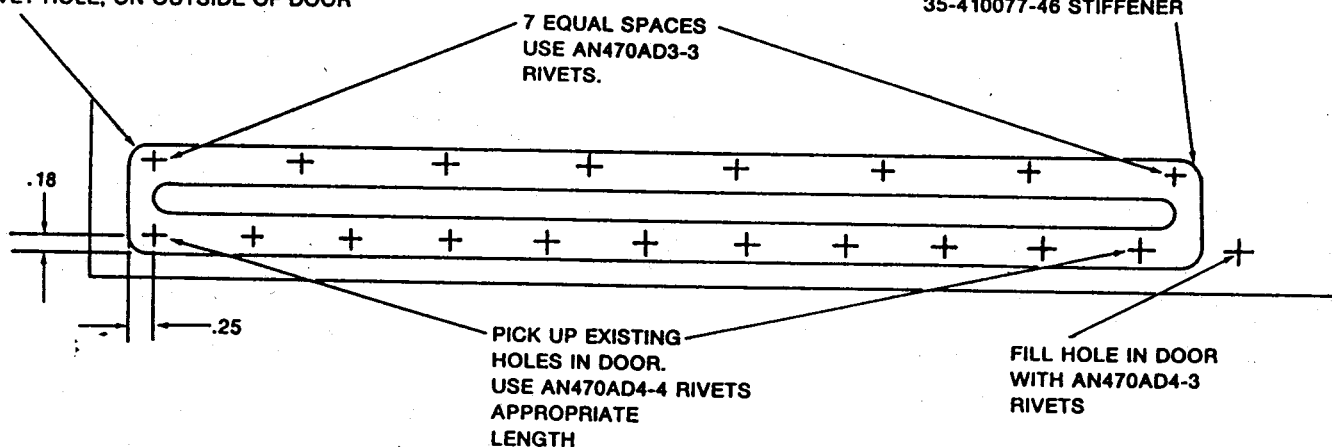
This Service Bulletin replaces the P/N 95-410031-23 stiffener angle. The stiffener is located at the aft end of the R. H. nose landing gear door, at the lower edge (with the doors open) on the inboard side of the door. The new stiffener, P/N 35-410077-46 will be put on the outboard side of the door.

change a { STIFFENER N/LG DOOR
35-410077-42

1. Remove the P/N 95-410031-23 stiffener angle *NO PRECIO* on the aft, inboard side of the RH nose landing gear door.

2. Install a new P/N 35-410077-46 stiffener on the outboard side of the RH landing gear door. Pick up the row of open holes left by removing the P/N 95-410031-23 stiffener. This will be the lower row of rivets on the P/N 35-410077-46 stiffener. Use AN470AD4-4 rivets in the lower row as shown in the illustration.
3. Close the open hole located forward of the stiffener with an AN470AD4-3 rivet as shown in the illustration.
4. Lay out and drill a row of eight .098 -- .101 inch diameter holes for the upper row of rivets as shown in the illustration.
5. Use AN470AD3-3 rivets in this upper row of holes as shown in the illustration.

LOCATE STIFFENER, PER
DIM SHOWN FROM EXISTING
RIVET HOLE, ON OUTSIDE OF DOOR



View Looking Inboard From RH side of Door
Figure 1

6. Rerig the landing gear doors in accordance with the applicable Shop/Maintenance Manual.

NOTE

In addition to the normal rigging procedures, inspect the RH nose landing gear door for proper tire clearance during the extension cycle with the LH nose landing gear door disconnected.

Apply slight pressure to the RH nose landing gear door during extension to simulate air loads during flight. A minimum of one-half inch clearance must be maintained between the RH door and the tire.

This clearance may be increased by adjusting the nose landing gear door cam actuator pin, which is located on the nose landing gear retract "V" brace. Anytime this adjustment is made, it is necessary to assure that the cam actuator pin engages the door cam slot.

RECORD COMPLIANCE: Upon completion of this Service Bulletin, make an appropriate maintenance record entry.

NOTE

If you are no longer in possession of this airplane, please forward this information to the present owner.