

33, 35, 36, 45, 55, 56TC, 58
58P, 58TC, 95

No. 2242, Rev. 1
ATA Code 27-30
Recurring Inspection

SUBJECT: FLIGHT CONTROLS - INSPECTION AND/OR REPLACEMENT OF MAGNESIUM ELEVATOR CONTROL FITTINGS

SYNOPSIS OF CHANGE: Corrected location of P/N 35-660031-2 in MATERIAL. Clarified Composition Test and deleted Step 3 in ACCOMPLISHMENT INSTRUCTIONS.

OPERATIONAL BENEFITS: Beech Aircraft Corporation is issuing this Service Bulletin because one report of a broken magnesium elevator control fitting has been received. This case appears to be a result of an overload condition on the ground which may have been caused by propeller or jet blast. All operators should continue to inspect this area as a part of routine preflight inspections in accordance with the applicable preflight procedures. A fleetwide inspection for cracking of the subject magnesium control fitting is considered to be mandatory.

EFFECTIVITY: ☒ BEECHCRAFT Debonair/Bonanza 35-33, 35-A33, 35-B33, 35-C33 and E33, serials CD-1 through CD-1234;

35-C33A, E33A, serials CE-1 through CE-289;

E33C, serials CJ-1 through CJ-25;

35, 35R, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35-TC, V35A, and V35A-TC, serials D-1 through D-9068, D-15001 and D-15002;

36, serials E-1 through E-184;

Baron 95-55, 95-A55, 95-B55 and 95-B55A, serials TC-1 through TC-1287;

95-C55, 95-C55A, D55 and D55A, serials TE-1 through TE-767;

56TC, serials TG-2 through TG-83;

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

Any other Model 33, 35, 36, 45, 55 Series, 56TC, 58, 58P, 58TC and 95 Series airplane which may have installed a spares replacement magnesium elevator control fitting.

Any of the following military airplanes which may be eligible for civil certification by performing modifications as described on the applicable Federal Aviation Administration Type Certificate Sheet or Aircraft Specification:

Model T34A and T34B Airplanes (Commercial Model 45 Series);

No BECP M

Issued: April, 1988

Revised: August, 1988

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MANDATORY

~~Model 42A Airplanes (Commuter Series 45-553)~~

COMPLIANCE:

Beech Aircraft Corporation considers this to be a mandatory modification and a visual inspection of both elevator control fittings must be accomplished within 25 service hours after receipt of this Service Bulletin.

If the fittings are of magnesium construction and are not replaced, the visual inspection must be repeated at each 25 hour inspection interval until they are replaced with aluminum fittings.

If the fittings are replaced with aluminum fittings, the 25 hour inspections contained herein are no longer required.

NOTE

Beech Aircraft Corporation began manufacturing airplanes equipped with aluminum elevator control fittings in 1969. No reports of cracked or broken aluminum fittings have been received by Beech Aircraft Corporation as of the issue date of this Service Bulletin.

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 the 25 hour inspection: .5 hour.

Estimated man-hours for removal and replacement of one elevator control fitting, if required: 8 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 parts, if required for this inspection/replacement may be ordered through a BEECHCRAFT Authorized Outlet:

Model 33 through E33C, 36 and A36

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
33-610000-39	Elevator Control Fitting, LH & RH	2, if required
AN23-9A /M/	Bolt	8, if required
AN960-10	Washer	8, if required
130909N29	Nut	8, if required

Model 35 through V35B

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
35-660031-1	Elevator Control Fitting, RH	1 if required
35-660031-2	Elevator Control Fitting, LH	1, if required
AN23-10A /M/	Bolt	8, if required
AN960-10	Washer	8, if required
130909N29	Nut	8, if required

A36TC and B36TC, EA-242 through EA-273, KC-01, EA-242

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
33-610000-39	Elevator Control Fitting, LH & RH	2, if required
AN23-9A /M/	Bolt	8, if required
AN960-10	Washer	8, if required
130909N29	Nut	8, if required

B36TC, EA-242 and EA-273 through EA-328

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
33-610000-91	Elevator Control Fitting, LH	1 if required
33-610000-92	Elevator Control Fitting, RH	1, if required
AN23-9A /M/	Bolt	8, if required
AN960-10	Washer	8, if required
130909N29	Nut	8, if required

B36TC, EA-329 and after

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
33-610000-95	Elevator Control Fitting, LH	1, if required
33-610000-96	Elevator Control Fitting, RH	1, if required
AN23-9A /M/	Bolt	8, if required
AN960-10	Washer	8, if required
130909N29	Nut	8, if required

Model 55 Series, 56TC, 58, 58P, 58TC, 95 Series

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
95-610005-3	Elevator Control Fitting, LH	1, if required
95-610005-4	Elevator Control Fitting, RH	1, if required
AN23-9A /M/	Bolt	8, if required
AN960-10	Washer	8, if required
130909N29	Nut	8, if required

Model 95-B55B (T42A Airplanes)

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
95-610005-3	Elevator Control Fitting, LH	1, if required
95-610005-4	Elevator Control Fitting, RH	1, if required
AN23-9A /M/	Bolt	8, if required
AN960-10	Washer	8, if required

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
130909N29	Nut	8, if required

Model T34A and T34B

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
45-660031	Elevator Control Fitting, RH	1 if required
45-660031-1	Elevator Control Fitting, LH	1, if required
AN23-10A /M/	Bolt	8, if required
AN960-10	Washer	8, if required
130909N29	Nut	8, if required

WARRANTY: None.

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: Refer to the appropriate Section/Chapter of the applicable Shop/Maintenance Manual.

PUBLICATIONS
AFFECTED: None.ACCOMPLISHMENT
INSTRUCTIONS: This Service Bulletin may be accomplished as follows:

ELEVATOR FITTING COMPOSITION TEST

1. Gain access to both elevator control fittings on the airplane.

NOTE

The elevator control fitting does not need to be removed to perform the following test.

2. Perform the following test on both elevator control fittings to ascertain if the fittings are of magnesium or aluminum construction.

a. Sand a one inch by one inch area of the elevator control fitting to bare metal.

b. Coat the entire sanded area with Alodine 1200, 1200s or 1201. (obtain locally).

c. Allow the Alodine coating to remain for one minute and flush with clean running water.

1) If the elevator control fitting is aluminum, a gold color will develop.

2) If the elevator control fitting is magnesium, the magnesium will turn gray or black.

3. If the elevator control fitting is of aluminum construction, prime, paint and return to service. No further action is necessary.

4. If a magnesium control fitting is not being replaced with an aluminum fitting at this time, resand to remove

the effect of the alodine solution, coat with Dow 19 (instructions below) and return to service:

a. Place approximately 3/4 gallons of distilled water in a stainless steel, aluminum, vinyl polyethylene or a rubber lined container which will measure one gallon of fluid. The water should be at a temperature of between 70°F and 90°F.

b. Add 1 1/3 oz. of chromic acid (H2CR04).

c. Add 1 oz. of calcium sulphate (CAS04) to the water.

d. Add distilled water to make one gallon of solution and stir vigorously for at least 15 minutes.

e. Brush the solution in and around the bare surface of the magnesium, keeping the area wet with the solution for one to three minutes to produce a brown film. Do not exceed three minutes.

f. Rinse with cold running water and dry by exposure to hot air blast.

g. Apply a liberal coating of zinc chromate primer and paint. If the elevator control fittings are magnesium they must either be replaced with aluminum control fittings or be reinspected at each 25 service hour interval until they are replaced.

25 HOUR VISUAL INSPECTION PROCEDURES

1. Refer to Figure 1 and inspect both elevator control fittings as shown.

2. Ensure correct freedom of movement of both elevator control fittings.

MAGNESIUM CONTROL FITTING REPLACEMENT**NOTE**

Beech Aircraft Corporation recommends that even if the existing magnesium elevator control fitting is in an acceptable condition, it should be replaced with an aluminum elevator control fitting at this time. Beech Aircraft Corporation supplies only aluminum control fittings.

WARNING

Upon installing a new elevator control fitting, ensure that the fitting is clocked to the correct degree prior to drilling the holes.

1. If a new fitting is required:

- a. Remove the elevator from the airplane and remove the existing fitting from the elevator.
- b. Install a new elevator control fitting on the elevator in the correct position. Refer to Figure 2 for correct position.
- c. Mark one hole on the new fitting, using an existing hole in the elevator as a template.

d. Remove the fitting from the airplane and drill the three remaining .190/.194 inch diameter holes.

e. Reinstall the fitting on the elevator, install a P/N AN23-9A (or P/N AN23-10A) bolt and mark the three remaining holes.

f. Remove the fitting from the airplane and drill the three remaining .190/.194 inch diameter holes.

NOTE

Steps "g" and "h" are not applicable to V-Tail Bonanzas and T34A and T34B airplanes. Proceed to Step "i".

g. Back spot face the four holes (on the inside of the fitting) until a flat surface is obtained. The minimum allowable thickness of the spotfaced area is .156 inch. Refer to Figure 2.

h. Prime and paint the spotfaced area.

i. Use new hardware for the new fitting installation. See Figure 2.

2. Reinstall the elevators on the airplane. Refer to the applicable Shop/Maintenance Manual for installation and rigging instructions.

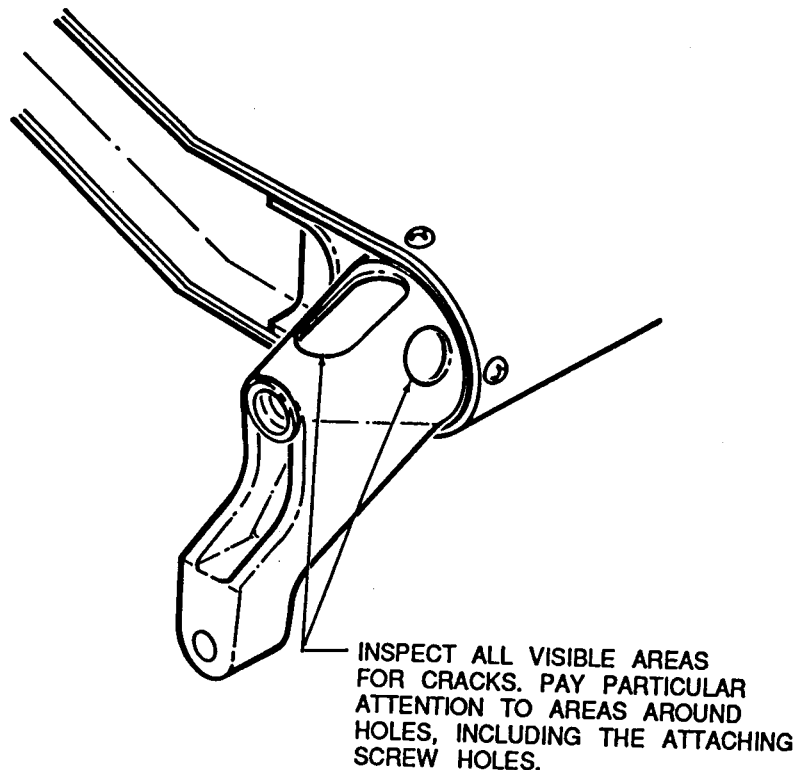


Figure 1

MODEL	CLOCKING POSITION, WITHIN
33 Series Airplanes	90°
Model 45 Series - T34A & T34B	67° 20 minutes
35 through J35	67° 20 minutes
K35 through V35B	71° 20 minutes (LH) 67° 20 minutes (RH)
36 through A36	88°
A36TC (EA-1 through EA-272)	88°
B36TC (EA-273 through EA-328)	83°
B36TC (EA-329 and after)	81°
55 Series Airplanes 56TC, 58	90°
58P, 58TC, T42A, 95 Series Airplanes	90°

NEW FITTING INSTALLATION:

DRILL 4 .190/.194 INCH DIAMETER HOLES

**BACK SPOTFACE 9/16 WITH .06 INCH CORNER RADIUS (EXCEPT
V-TAIL BONANZAS AND T34A & T34B AIRPLANES)
MINIMUM ALLOWABLE THICKNESS, .156 INCH AFTER SPOTFACING
AN23-9A /M/ BOLT (4 PLACES) (ALL AIRPLANES EXCEPT
V-TAIL BONANZAS AND T34A & T34B AIRPLANES)**

**AN23-10A /M/ BOLT (4 PLACES) (V-TAIL BONANZA AND T34A
& T34B AIRPLANES ONLY)**

**AN960-10 WASHER (4 PLACES)
130909N29 NUTS (4 PLACES)**

USE NEW HARDWARE FOR REINSTALLATION OF FITTING

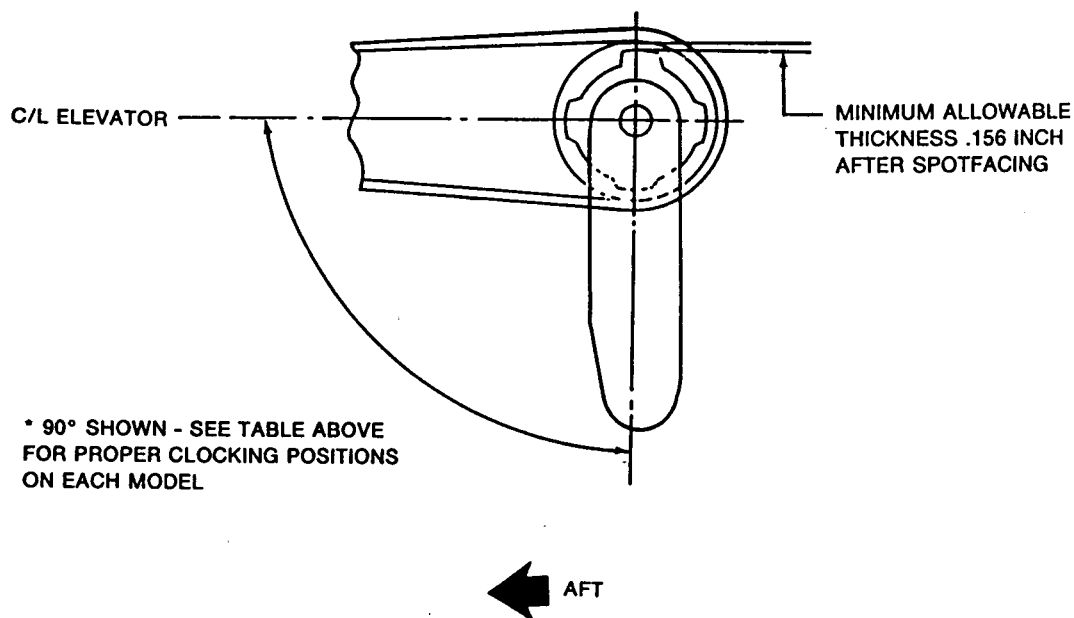


Figure 2

RECORD COMPLIANCE

Upon completion of this Service Bulletin, the owner must forward this information to the present owner.

NOTE

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

33, 35, 36

No. 2305
ATA Code 28-20

SUBJECT: FUEL - INSPECTION OF FUEL STRAINER AND INSTALLATION OF A FUEL STRAINER WARNING PLACARD

**OPERATIONAL
BENEFITS:**

This Service Bulletin is being issued to prevent the possibility of the fuel strainer screen being installed upside down, resulting in unfiltered fuel entering the engine, which could cause power interruption. A caution placard is offered for aircraft previously produced by Beech Aircraft Corporation.

EFFECTIVITY:

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

35-C33A and F33A, serials CE-1 through CE-1345;

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

C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35TC, V35A, V35A-TC, V35B AND V35B-TC, serials D-2901 through D-10403 and D-15002;

36, A36, serials E-1 through E-2489;

A36TC, B36TC, serials EA-1 through EA-492;

COMPLIANCE:

Beech Aircraft Corporation considers this to be a mandatory inspection/modification and it should be accomplished as soon as possible after receipt of this Service Bulletin, but no later than the next scheduled inspection.

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:

As the inspection or repositioning of the fuel strainer components will be accomplished as part of a scheduled inspection, no manpower estimate is necessary.

MATERIAL:

The P/N 36-430057-1 placard, required for this modification, may be ordered through a BEECHCRAFT Authorized Outlet. The value of the parts required to accomplish this modification on one airplane is to be advised. Price, when issued, will be subject to change without notice.

WARRANTY CREDIT:

None.

SPECIAL TOOLS:

None.

BD-788 M

Issued: November, 1989

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- 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.

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98-39071D



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WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS

AFFECTED:

It is recommended that a note "See Service Bulletin No. 2305" be made in the following:

BEEHCRAFT Bonanza 33 through E33 Parts Catalog, P/N 33-590011-3E or subsequent, Figure 99;

BEEHCRAFT Bonanza F33 through F33C Parts Catalog, P/N 33-590010-7F or subsequent, Figure 99;

BEEHCRAFT Bonanza 35 through G35 Parts Catalog, P/N 35-590028B or subsequent, Figure 81;

BEEHCRAFT Bonanza H35 through V35A and V35A-TC Parts Catalog, P/N 35-590015-9C or subsequent, Figure 7;

BEEHCRAFT Bonanza V35B Parts Catalog, P/N 35-590102-5E or subsequent, Figure 99;

BEEHCRAFT Bonanza 36 Series Parts Catalog, P/N 36-590001-1G or subsequent, Figure 13.

ACCOMPLISHMENT

INSTRUCTIONS:

This Service Bulletin may be accomplished as follows:

1. Turn the fuel selector to the OFF position.
2. Gain access to the fuel strainer housing by opening the fuel drain access door under the fuel strainer housing.
3. Refer to Figure 1, remove the lock plate and check to ensure that the fuel strainer and spring are installed correctly.

must be UP. The spring slides over the strainer and up against the strainer flange.

4. If the strainer and spring are installed correctly, proceed to Step 6.

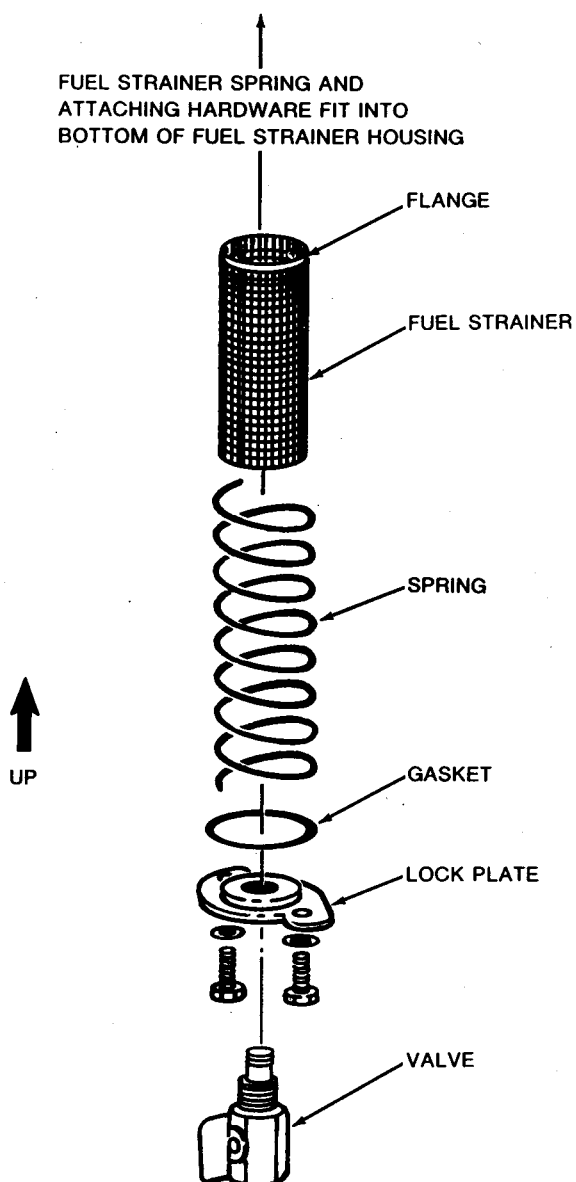
5. If required, reposition the strainer and spring to ensure correct configuration.

6. Clean the inside of the fuel drain access door with methyl ethyl ketone or naphtha and allow to dry. Install the P/N 36-430057-1 placard on the inside of the door with the arrow on the placard pointing toward the hinge. Do not cover the drain hole.

7. Turn the fuel selector to the ON position.

NOTE

IT IS POSSIBLE TO INSTALL THE FUEL STRAINER UPSIDE DOWN. The strainer must have been inserted into the fuel strainer housing prior to insertion of the spring. The strainer has a flange which



Fuel Strainer Components
Figure 1

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

MANDATORY SERVICE BULLETIN

33, 36

No. 2333, Rev. I
ATA Code 27-20
Recurring Inspection

Kit No. 33-6001-1 S

SUBJECT:

FLIGHT CONTROLS - INSPECTION OF RUDDER FORWARD SPAR FOR CRACKS

REASON:

This Service Bulletin is being issued to provide an inspection which will determine if there are any cracks in the rudder forward spar. Cracks in the rudder spar could result in loss of airplane control.

**SYNOPSIS OF
CHANGE:**

This revision announces a kit to strengthen the rudder and add inspection covers at the upper and center hinges. In addition, it provides serial effectivity and replacement rudder part numbers for airplanes which require complete rudder replacement.

EFFECTIVITY:

X BEECHCRAFT 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-1425;

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

36, A36, serials E-1 through E-2518;

A36TC, and B36TC, serials EA-1 through EA-500.

COMPLIANCE:

Beech Aircraft Corporation considers this to be a mandatory inspection and it should be accomplished within the next 50 flight hours, if the airplane has 1,000 hours or more of total flight time, and at each 500 flight hours or annual inspection thereafter, whichever comes first.

After installation of Kit No. 33-6001-1 S or a replacement rudder per the MATERIAL section of this Service Bulletin inspections will be according to step 10 of ACCOMPLISHMENT INSTRUCTIONS.

An airworthiness directive has been issued 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:

Rudder spar inspection for cracks: 4 hours.

Rudder structural modification per Kit No. 33-6001-1 S: 29 hours.

Suggested number of men: 1 man.

ECR-362 M

Issued: October, 1989

Revised: November, 1991

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Service Bulletin No. 2333, Rev. I

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 parts, if required to accomplish this Service Bulletin, may be ordered through a BEECHCRAFT Authorized Outlet:

MODEL/SERIAL	PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
All	33-6001-1 S	Kit - Rudder Structural Modification	1
33 series, 36 and A36: CD-1 thru CD-1304; CE-1 thru CE-489; E-1 thru E-511	33-630000-167	Replacement Rudder Assembly (Replaces "basic" 33-630000 (no dash number) assemblies)	1
E33C and F33C: CJ-1 thru CJ-155	33-630000-169	Replacement Rudder Assembly (Replaces 33-630000-73 and 33-630000-105 assemblies)	1
F33A, A36, A36TC, B36TC: CE-490 thru CE-1425; E-512 thru E-2110 except E-1946 and E-2104; EA-1 thru EA-272 except EA-242	33-630000-137	Replacement Rudder Assembly (Replaces 33-630000-83 and 33-630000-115 assemblies)	1
A36, B36TC: E-1946, E-2104, E2111 thru E-2518; EA-242, EA-273 thru EA-500	33-630000-141	Replacement Rudder Assembly (Replaces 33-630000-93 and 33-630000-113 assemblies)	1
F33C: CJ-156 thru CJ-179	33-630000-139	Replacement Rudder Assembly (Replaces 33-630000-99 assemblies)	1

The value of the parts required to incorporate this Service Bulletin on one airplane is to be advised.

WARRANTY CREDIT:

None.

SPECIAL TOOLS:

None.

WEIGHT AND BALANCE: Refer to the Kit drawing for weight and balance information.

REFERENCES:

BEECHCRAFT Debonair/Bonanza 33 series Shop Manual P/N 33-590011-1C or subsequent, Section 3;

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

BEECHCRAFT Bonanza 33, 35, 36 Maintenance Manual P/N 36-590001-9 or subsequent, Chapter 27-20;

**PUBLICATIONS
AFFECTED:**

It is recommended that a note "See Service Bulletin No. 2333, Rev. I" be made in the following:

BEECHCRAFT Debonair/Bonanza 33 Series Shop Manual, P/N 33-590011-1C or subsequent, Section 8;

BEECHCRAFT Bonanza 36 Series Shop Manual, P/N 36-590001-3B or subsequent, Section 8;

BEECHCRAFT Bonanza 33, 35, 36 Maintenance Manual, P/N 36-590001-9 or subsequent, Chapter 5;

BEECHCRAFT Bonanza 33, 35, 36 Series Continuing Care Inspection Guide, P/N 98-36711D or subsequent;

BEECHCRAFT Bonanza 33, 35 and 36 100-Hour or Annual Long Form Inspection Guide, P/N 98-32227H or subsequent;

BEECHCRAFT Bonanza 33, 35 and 36 100-Hour Short Form Inspection Guide, P/N 98-38999B or subsequent.

**ACCOMPLISHMENT
INSTRUCTIONS:**

This Service Bulletin shall be accomplished as follows:

1. Refer to the appropriate shop/maintenance manual and remove the rudder from the airplane.
2. Refer to Figure 1 and remove the two hinge brackets from the rudder forward spar.
3. Perform a visual inspection of the entire rudder and spar.
4. Perform a visual and a dye penetrant inspection, using visible dyes, on the spar, in the areas around the hinge brackets. Pay particular attention to the following areas:
 - a. Areas around rivets which are used to attach the nutplates.
 - b. The holes for the screws which attach the hinge brackets to the spar.
5. If no cracks are found install the hinge brackets back on the rudder and install the rudder back on the airplane.

WARNING

If cracks are found in the rudder spar, do not fly the airplane until you have complied with step 6.

6. If cracks are found:

- a. If cracks are found in any area of the rudder spar, Kit No. 33-6001-1 S must be installed, or a new rudder assembly installed. Refer to the MATERIAL Section for the part number of a new rudder assembly.

- b. Paint and check the balance of the rudder per the appropriate shop/maintenance manual.

- c. Install the rudder on the airplane.

7. Install all equipment which was removed to facilitate this inspection.

8. Move the rudder, by hand, through the entire range of its travel, checking for freedom of movement.

9. Check the rigging of the rudder per the shop/maintenance manual.

10. After installation of Kit No. 33-6001-1 S or a replacement rudder per the MATERIAL section, future inspections will be as follows:

- a. Inspection intervals will be according to the inspection program used for your airplane.

- b. When inspecting the rudder, open the inspection covers adjacent to the upper and center hinges. Inspect ribs, spar, hinges, and all rudder components in the areas of the hinges for attachment security, cracks, and general condition using a flashlight and mirror.

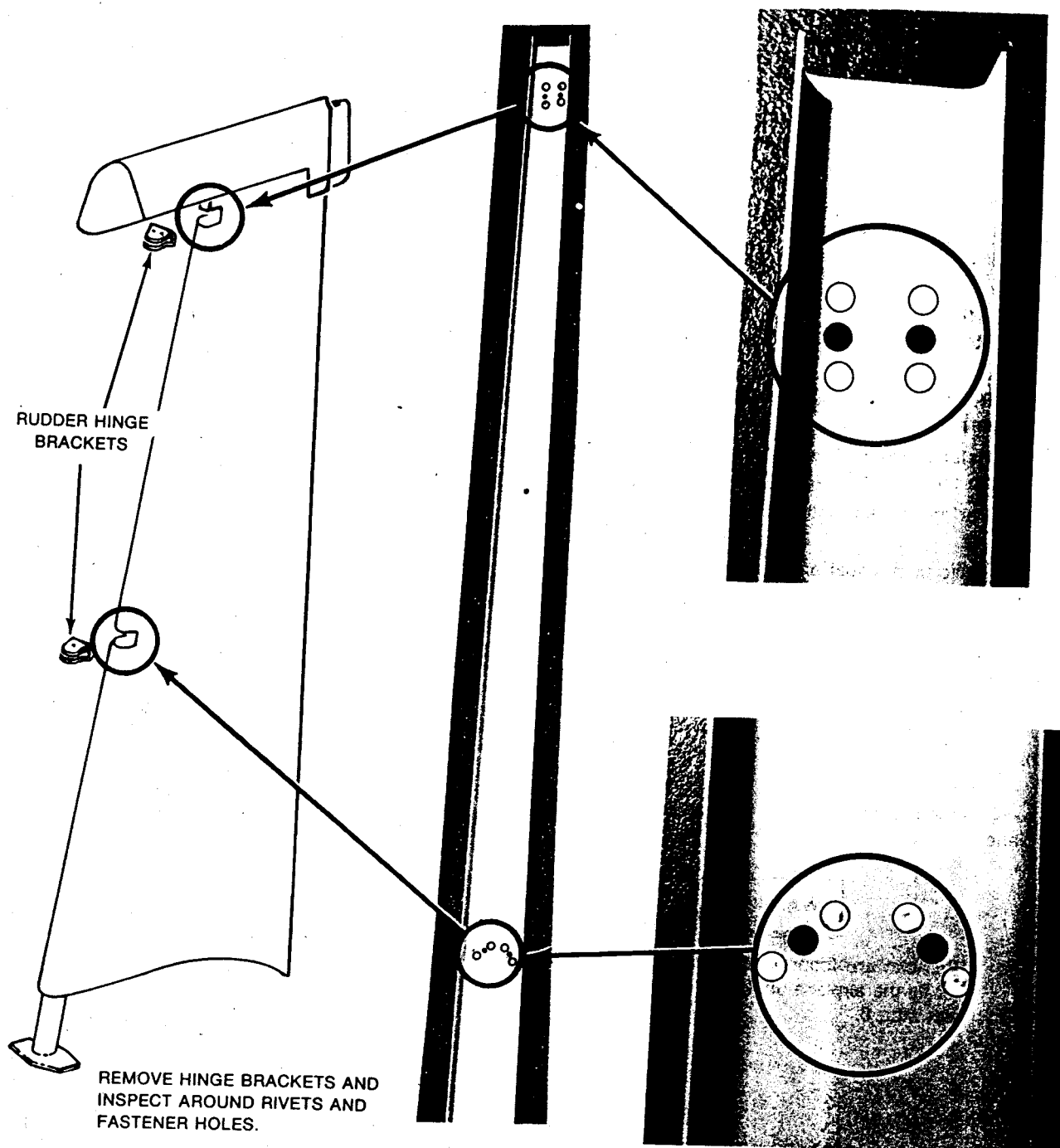


Figure 1

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.

33,35,36

No. 2360
ATA Code 53-10
Recurring Inspection

Kit No. 36-4004-1 S
Kit No. 36-4004-3 S
Kit No. 36-4004-5 S
Kit No. 36-4004-7 S
Kit No. 36-4004-9 S
Kit No. 36-4004-11 S
Kit No. 36-4004-13 S

SUBJECT: FUSELAGE - WING FORWARD SPAR CARRY-THRU STRUCTURE INSPECTION AND/OR REINFORCEMENT

REASON: This Service Bulletin is being issued to provide inspection and repair information relating to forward wing spar carry-thru structure forward and aft frames. Reports of frame (web) cracking have been received on in-service airplanes. If these cracks are detected at any time, the repairs described in this Service Bulletin should be applied.

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

Bonanza 35-C33A, E33A and F33A, serials CE-1 through CE-1192;

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

H35, J35, K35, M35, N35, P35, S35, V35, V35A and V35B, serials D-4866 through D-10403;

36 and A36, Serials E-1 through E-2397;

A36TC and B36TC, Serials EA-1 through EA-471.

COMPLIANCE: Beech Aircraft Corporation considers this to be a mandatory inspection/modification and it is to be accomplished no later than the first 1500 flight hours. If an airplane has over 1500 flight hours, it is to be accomplished at the next scheduled inspection. If no cracks are found, it should be repeated at 500 flight hour intervals thereafter. If cracks are found, follow the procedures outlined under ACCOMPLISHMENT INSTRUCTIONS in this Service Bulletin.

Any of the areas shown in Figure 1 that are modified by the installation of a doubler need not be inspected until 1500 flight hours after the installation of that particular doubler. If no cracks are found, repeat the inspection of the doubler every 500 flight hours thereafter.

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:

BD-764 M

Issued: November, 1990

1 of 6

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.

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.



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MANDATORY

98-39071D

Service Bulletin No. 2360

Estimated man-hours for visual and dye-penetrant inspection: 4 hours (if accomplished in conjunction with an annual or routine inspection).

Estimated man-hours for modification: The man-hour determination will be based upon the findings of the inspection. Contact Beech Customer Support Department, Telephone (316) 676-7601, International Telex No. 203603, Telefax No. 316-676-8027, for assistance.

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:

MODEL/SERIAL	PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
35-33, 35-A33, 35-B33, 35-C33, E33, F33 and G33 (CD-1 through CD-1304); 35-C33A, E33A and F33A (CE-1 through CE-400); E33C and F33C (CJ-1 through CJ-30); H35, J35, K35, M35, N35, P35, S35, V35, V35A and V35B (D-4866 through D-9414, except D-9379); 36 (E-1 through E-184); A36 (E-185 thru E-379, except E-356)	36-4004-1 S	Kit Information - Front Spar Carry-thru Structure Reinforcement (forward frame)	1 required
36 (E-1 through E-184); A36 (E-185 through E-379, except E-356)	36-4004-3 S	Kit Information - Front Spar Carry-thru Structure Reinforcement (rear frame)	1 required
F33A (CE-401 through CE-1192); F33C (CJ-31 through CJ-179); V35B (D-9379, D-9415 through D-10403); A36 (E-356, E-380 through E-2397); A36TC (EA-1 through EA-241, EA-243 through EA-272);	36-4004-5 S	Kit Information - Front Spar Carry-thru Structure Reinforcement (forward frame)	1 required
F33A (CE-401 through CE-1192); F33C (CJ-31 through CJ-179); V35B (D-9379, D-9415 through D-10403); A36 (E-356, E-380 through E-2397); A36TC (EA-1 through EA-241, EA-243 through EA-272);	36-4004-7 S	Kit Information - Front Spar Carry-thru Structure Reinforcement (rear frame)	1 required
B36TC (EA-242, EA-273 through EA-471)	36-4004-9 S	Kit Information - Front Spar Carry-thru Structure Reinforcement (forward frame)	1 required
B36TC (EA-242, EA-273 through EA-471)	36-4004-11 S	Kit Information - Front Spar Carry-thru Structure Reinforcement (rear frame)	1 required

MODEL/SERIAL	PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
35-33, 35-A33, 35-B33, 35-C33, E33, F33 and G33 (CD-1 through CD-1304); 35-C33A, E33A and F33A (CE-1 through CE-400); E33C and F33C (CJ-1 through CJ-30); H35, J35, K35, M35, N35, P35, S35, V35, V35A and V35B (D-4866 through D-9414, except D-9379);	36-4004-13 S	Kit Information - Front Spar Carry-thru Structure Reinforcement (rear frame)	1 required

The value of the kits required to incorporate this Service Bulletin on one airplane is to be advised. Beech Aircraft Corporation expressly reserves the right to supersede, cancel and/or declare obsolete, without prior notice, any kits or publications that may be referenced in this Service Bulletin.

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.

SPARES AFFECTED: None.

WARRANTY CREDIT: None.

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: See kit drawing for weight and balance information.

REFERENCES: None.

PUBLICATIONS AFFECTED:

It is recommended that a note "See Service Bulletin No. 2360" be made in the following:

BEEHCRAFT Debonair/Bonanza Parts Catalog, P/N 33-590011-3E or subsequent, Figure 101;

BEEHCRAFT Bonanza Parts Catalog, P/N 33-590010-7F or subsequent, Figure 101;

BEEHCRAFT Bonanza Parts Catalog, P/N 35-590015-9C or subsequent, Figure 7;

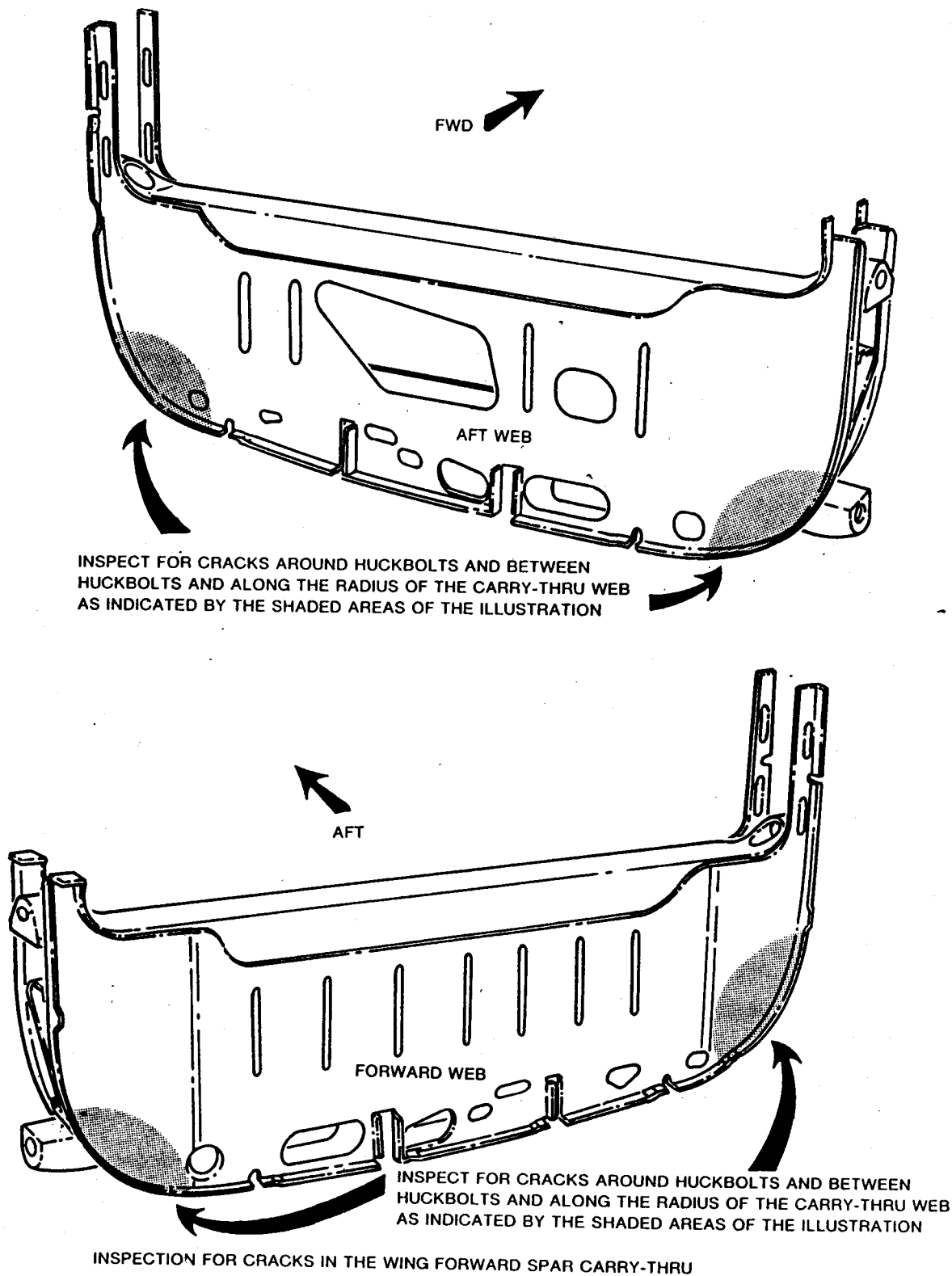
BEEHCRAFT Bonanza Parts Catalog, P/N 35-590102-5E or subsequent, Figure 101;

BEEHCRAFT Bonanza 36 Parts Catalog, P/N 36-590001-1G or subsequent, Figure 101.

ACCOMPLISHMENT INSTRUCTIONS:

This Service Bulletin may be accomplished as follows:

1. Remove the pilot's and copilot's seats and the carry-thru cover to obtain access to the front spar carry-thru structure.
2. Thoroughly clean the forward and aft frames (webs) of the front spar carry-thru structure in the areas shown in Figure 1.
3. Perform a visual inspection of the area cleaned in step 2 for evidence of cracks.
4. Perform a dye penetrant inspection, using visible dyes, of the area cleaned in step 2 for evidence of cracks.



Inspection for Cracks in the Wing Forward Spar Carry-Thru
Figure 1

NOTE

The first inspection must be performed no later than the first 1500 flight hours. If an airplane has over 1500 flight hours, the inspection is to be accomplished at the next scheduled inspection. If no cracks are found repeat the inspection every 500 hours.

NOTE

Any of the areas shown in Figure 1 that are modified by the installation of a doubler need not be dye-penetrant inspected until 1500 flight hours after the installation of that particular doubler. If no cracks are found, repeat the inspection every 500 flight hours.

Areas shown in Figure 1 that have cracks that fall within allowable limits and that have not been modified by a doubler must be inspected or repaired as indicated in this Service Bulletin on an individual basis.

5. If cracks are discovered, determine allowable limits, inspection procedures and methods of repair according to the following criteria:

NOTE

The extent of repair is limited to cracking in the radius of the web flange and cracks in the web flat areas at the fasteners of the lower front spar cap.

- a. For cracks in the bend radius:

- 1) A crack up to 2.25 inches in length must be stop drilled #30 at crack ends and inspected for progression at each annual inspection or every 200 hours, whichever occurs first. One stop drilled crack per left side and one stop drilled crack per right side of the wing forward spar carry-thru structure bend radius are permissible, if neither one exceeds 2.25 inches.

CAUTION

Caution must be used during the stop drilling operation. Do not drill into spar cap, skin, or any other structure. A thin steel plate may be used to prevent damaging adjacent structure.

- 2) A crack between 2.25 inches and 4.0 inches in length shall be stop drilled #30 at crack ends. The area is to be repaired per the applicable P/N 36-4004 Kit within the next 100 flight hours.

- 3) A crack exceeding 4.0 inches in length shall be repaired prior to further flight per the applicable P/N 36-4004 Kit.

- b. For cracks in the web face, in the area of the huckbolt fasteners:

- 1) A crack less than 1.0 inch in length or one crack between two fasteners does not require immediate repair, but shall be inspected for progression at each annual inspection or every 200 hours, whichever occurs first. A crack emanating from one fastener in two directions is considered to be one crack. **Do not stop drill, due to the possibility of damaging structure behind web face.** One crack per left side and one crack per right side of the wing forward spar carry-thru structure web face are allowed, if neither one exceeds 1.0 inch.

- 2) A crack more than 1.0 inch in length shall be repaired per the applicable P/N 36-4004 kit, within the next 25 flight hours.

A crack which passes through two fasteners but is less than 0.5 inch beyond either fastener shall be repaired per the applicable P/N 36-4004 kit within the next 25 flight hours.

- 3) A crack passing through two fasteners and extending beyond for more than 0.5 inch on either end shall be repaired prior to further flight, per the applicable P/N 36-4004 kit.

- c. A combination of the cracks described in Steps "a" and "b" is acceptable. If cracks are found in both the forward and aft web face and/or the bend radius on the same side of the airplane, and any of the cracks are more than 1.0 inch long, a repair shall be made prior to further flight.

- d. If a fuselage skin crack is discovered around the opening for the lower forward carry-thru fitting, an external skin doubler may be required. Contact Beech Customer Support Department, Telephone (316) 676-7975, International Telex No. 203603, Telefax No. 316-676-8495, for further instructions.

6. Repair all cracks per the appropriate P/N 36-4004 Kit if the limitations in Steps "5a", "5b", or "5c" are exceeded.

7. Reinstall the carry-thru cover and the pilot's and copilot's seats.

Service Bulletin No. 2360

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.

NOTE

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

33, 35, 36, 55, 56, 58

No. 2363
ATA Code 52-10

Kit No. 35-5050-1 P

SUBJECT: DOORS - ANNOUNCEMENT OF A KIT TO REPLACE THE INSIDE CABIN DOOR HANDLE

REASON: This Service Bulletin is being issued to announce a kit that installs an inside cabin door handle with a latch position indicator to provide an additional method of ensuring that the door is properly latched.

EFFECTIVITY: Military airplanes are shown in parenthesis.

X BEECHCRAFT Debonair/Bonanza, serials 35-B33, 35-C33, E33, F33 and G33, serials CD-569 through CD-1304;

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

35-C33A, E33A and F33A, serials CE-1 through CE-235, CE-249, CE-250, CE-256, CE-260, CE-264 through CE-268, CE-270 through CE-1300, CE-1302 through CE-1306;

Bonanza P35, S35, S35-TC, V35, V35-TC, V35A, V35A-TC, V35B, V35B-TC, serials D-7026 through D-10403;

A36, serials E-1 through E-2457 and E-2459 through E-2467;

A36TC and B36TC, serials EA-1 through EA-487;

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;

C55, C55A, D55, D55A, E55 and E55A, serials TC-350, TE-1 through TE-49, TE-51 through TE-1201;

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

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

58 and 58A, serials TH-1 through TH-1542 and TH-1544;

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

D95A and E95, serials TD-534 through TD-721.

COMPLIANCE: At the owner's/operator's option.

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

BJ-728 O

Issued: February, 1991

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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.

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.

98-39072D



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

MANPOWER: The following information is for planning purposes only:

Estimated man-hours: 1 hour.

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 for this modification are contained in Kit No. 35-5050-1 P, Kit Information - Inside Cabin Door Handle Replacement. The value of the kit required to accomplish this modification on one airplane is to be advised. Beech Aircraft Corporation expressly reserves the right to supersede, cancel and/or declare obsolete, without prior notice, any kits or publications that may be referenced in this Service Bulletin.

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.

SPARES AFFECTED: None.

WARRANTY CREDIT: None.

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

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: Refer to the kit drawing for weight and balance information.

REFERENCES: None.

**PUBLICATIONS
AFFECTED:**

Pilots Operating Handbook and FAA Approved Flight Manual Supplement, P/N 58-590000-49 dated July 1990, is applicable to the modification being accomplished by this Service Bulletin. However, this may not be the latest supplement. The owner/operator is responsible to maintain the Pilots Operating Handbook and FAA Approved Flight Manual in a current configuration by incorporating this and all subsequent applicable supplements.

It is recommended that a note "See Service Bulletin No. 2363" be made in the following:

BEEHCRAFT Debonair 33 through E33 Parts Catalog, P/N 33-590011-3E or subsequent, Figure 9;

BEEHCRAFT Bonanza F33 Parts Catalog, P/N 33-590010-7F or subsequent, Figure 104A;

BEEHCRAFT Bonanza 35 through G35 Parts Catalog, P/N 35-590028B or subsequent, Figure 102;

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

BEEHCRAFT Bonanza 36 Series Parts Catalog, P/N 36-590001-1G or subsequent, Figure 104B;

BEEHCRAFT Baron 95-B55/E55 Parts Catalog, P/N 96-590010-13B or subsequent, Chapter 52-10;

BEEHCRAFT Organizational, Direct and General Support Maintenance Repair Parts Manual, P/N 96-590023C or subsequent, Figure 19;

BEEHCRAFT Baron 95-B55/E55/58 Parts Catalog, P/N 58-590000-19E or subsequent, Chapter 52-10;

BEEHCRAFT Baron 56TC Parts Catalog, P/N 96-590003-7B or subsequent, Figure 104;

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

BEEHCRAFT Travelair 95 Parts Catalog, P/N 95-590018B or subsequent, Figure 10.

**ACCOMPLISHMENT
INSTRUCTIONS:**

The parts and instructions required for the replacement of the inside cabin door handle are contained in Kit No. 35-5050-1 P.

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, 34, 36, 45, 55, 56, 58, 95

No. 2399
ATA Code 27-30

SUBJECT: FLIGHT CONTROLS - ELEVATOR TRIM TAB ACTUATOR COLOR CODING

REASON: This Service Bulletin is being issued to reduce the probability of elevator tab actuators being installed incorrectly. The factory-installed elevator trim tab actuators must not be interchanged between the right and left horizontal stabilizers when they are reinstalled after removal for any reason. Reversing the actuators reverses the direction of tab deflection and, in turn, airplane longitudinal trim direction. In this situation a pilot's intention to induce airplane nose-up trim would actually result in an inadvertent nose-down trim condition that could result in an uncontrollable airplane attitude. The instructions for actuator identification contained in this Service Bulletin are intended to reduce the probability of unintentionally switching the actuators upon installation.

EFFECTIVITY: Military airplanes are shown in parentheses.

X 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-1565;

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

36 and A36, serials E-1 through E-2103, E-2105 through E-2110;

A36TC and B36TC, serials EA-1 through EA-319 and EA-321 through EA-388;

T-34C-1, serials GM-1 through GM-142;

34C, serials GP-1 through GP-50;

(T-34C), serials GL-1 through GL-353;

45, A45 and D45, all serials;

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

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

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

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

58 and 58A, serials TH-1 through TH-1388, TH-1390 through TH-1395;

58P and 58PA, TJ-3 through TJ-435, TJ-437 through TJ-443;

ECR 3533 M

Issued: March, 1991

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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.

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MANDATORY

98-39071D

58TC and 58TCA, serials TK-1 through TK-150;

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

COMPLIANCE:

Beech Aircraft Corporation considers this to be a mandatory modification and it must be accomplished no later than the next 100-hour or annual inspection, whichever occurs first. If the elevators and/or actuators are removed for any other reason before the next scheduled inspection, accomplish this Service Bulletin at that time.

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: 2 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 parts required for this modification may be ordered through a BEECHCRAFT Authorized Outlet:

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
1121 QT* (or equivalent)	Marlin Blue Alumigrip Urethane Enamel	As required
9100 QT* (or equivalent)	Gloss Black Alumigrip Urethane Enamel	As required.

*Part Number of U.S. Paint, St. Louis, MO 63103

SPARES AFFECTED:

None.

WARRANTY CREDIT:

None.

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

SPECIAL TOOLS:

None.

WEIGHT AND BALANCE:

Negligible.

REFERENCES:

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

BEECHCRAFT Bonanza Series Maintenance Manual, P/N 36-590001-9 or subsequent, Chapter 27-30;

BEECHCRAFT 36 Series Shop Manual, P/N 36-590001-3B or subsequent, Section 4;

BEECHCRAFT Turbo Mentor T-34C Maintenance Manual, P/N 92-37867 or subsequent, Section 27-30;

BEECHCRAFT Turbo Mentor T-34C-1 Maintenance Manual, P/N 104-590025-5B or subsequent, Chapter 27-30;

BEECHCRAFT Turbo Mentor T-34C Maintenance Manual Supplement, P/N 104-590025-29 or subsequent, Chapter 27-30;

BEEHCRAFT T-34B Handbook Maintenance Instructions, P/N NAVAER 01-90KDB-502 or subsequent, Section 2-232;

BEEHCRAFT Mentor B-45 Maintenance Manual, P/N 115090-1-1 or subsequent, Chapter 2;

BEEHCRAFT 55, 58 Shop Manual, P/N 55-590000-13E or subsequent, Section 4;

BEEHCRAFT 56TC and A56TC Shop Manual, P/N 96-590003-5B or subsequent, Section 4;

BEEHCRAFT 58P and 58TC Maintenance Manual, P/N 102-590000-5 or subsequent, Section 4;

BEEHCRAFT Travel Air Shop Manual, P/N 95-590001-1C or subsequent, Section 5.

PUBLICATIONS AFFECTED:

It is recommended that a note "See Service Bulletin No. 2399" be made in the following:

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

BEEHCRAFT Bonanza Series Maintenance Manual, P/N 36-590001-9 or subsequent, Chapter 27-30;

BEEHCRAFT 36 Series Shop Manual, P/N 36-590001-3B or subsequent, Section 4;

BEEHCRAFT Turbo Mentor T-34C Maintenance Manual, P/N 92-37867 or subsequent, Section 27-30;

BEEHCRAFT Turbo Mentor T-34C-1 Maintenance Manual, P/N 104-590025-5B or subsequent, Chapter 27-30;

BEEHCRAFT Turbo Mentor T-34C Maintenance Manual Supplement, P/N 104-590025-29 or subsequent, Chapter 27-30;

BEEHCRAFT T-34B Handbook Maintenance Instructions, P/N NAVAER 01-90KDB-502 or subsequent, Section 2-232;

BEEHCRAFT Mentor B-45 Maintenance Manual, P/N 115090-1-1 or subsequent, Chapter 2;

BEEHCRAFT 55, 58 Shop Manual, P/N 55-590000-13E or subsequent, Section 4;

BEEHCRAFT 56TC and A56TC Shop Manual, P/N 96-590003-5B or subsequent, Section 4;

BEEHCRAFT 58P and 58TC Maintenance Manual, P/N 102-590000-5 or subsequent, Section 4;

BEEHCRAFT Travel Air Shop Manual, P/N 95-590001-1C or subsequent, Section 5.

ACCOMPLISHMENT INSTRUCTIONS:

This Service Bulletin may be accomplished as follows:

NOTE

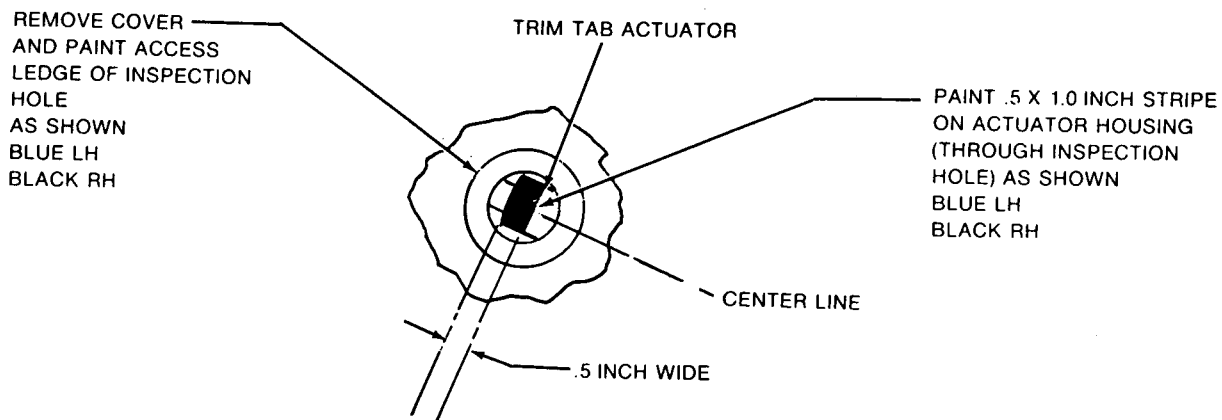
The elevator trim tab actuators should not be removed just for the purpose of color coding the actuators, since this can be accomplished with the actuators installed. However, if the actuators are removed for any other reason before the next scheduled inspection, the entire housing may be painted the appropriate color (LH blue, RH black), instead of painting stripes on the housing as indicated in steps 3 and 7. If the entire housing is painted, it will be nec-

essary to mark the part number on the housing with permanent ink before reinstallation. Removed actuators should be reinstalled in accordance with the appropriate shop/maintenance manual.

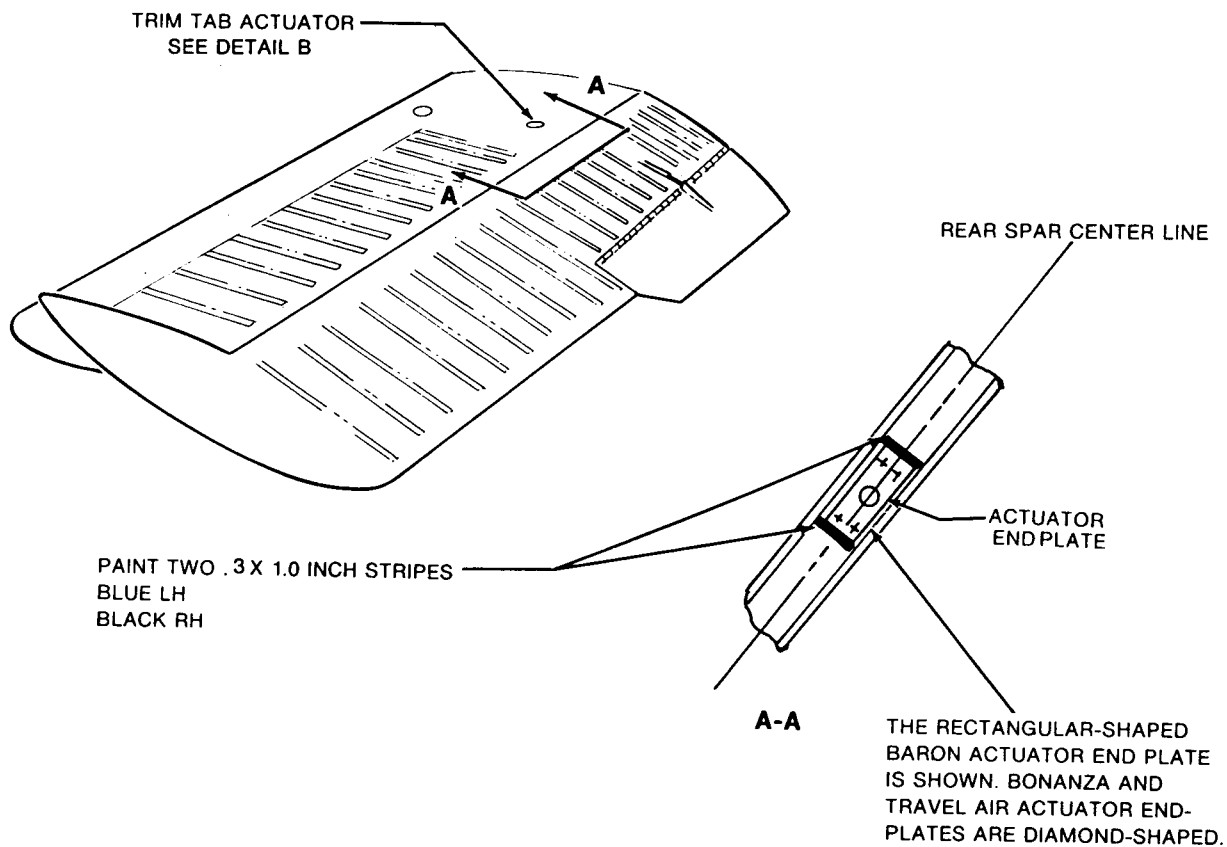
NOTE

Allow the paint to cure in accordance with the manufacturer's instructions.

1. Paint two blue stripes approximately 0.3 inch wide by 1.0 inch long at right angles to the stabilizer spar cen-



DETAIL B



**Areas to be Color Coded
Figure 1**

terline next to each end of the LH elevator trim tab actuator endplate, as shown in Figure 1.

2. Remove the cover from the LH actuator inspection hole and paint the inspection hole ledge blue, as shown in Figure 1.

3. Paint a 0.5 inch wide by 1.0 inch long blue stripe around the LH actuator housing through the inspection hole, as shown in Figure 1.

4. Install the LH actuator inspection hole cover.

5. Paint two black stripes approximately 0.3 inch wide by 1.0 inch long at right angles to the stabilizer spar centerline next to each end of the RH elevator trim tab actuator endplate, as shown in Figure 1.

6. Remove the cover from the RH actuator inspection hole and paint the inspection hole ledge black, as shown in Figure 1.

7. Paint a 0.5 inch wide by 1.0 inch long black stripe around the RH actuator housing through the inspection holes.

8. Install the RH actuator inspection hole cover.

9. If it becomes necessary to remove the elevator trim tab actuators for any reason, refer to the appropriate maintenance manual and the following guidelines to ensure that the actuators are installed correctly.

a. Upon removal of actuators that are not color coded, attach a tag identifying the actuator housing as left or right.

b. LH and RH actuator disassembly (if required) should be accomplished at different times or separate locations within the shop facilities to prevent interchanging individual parts.

c. Do not install a blue-coded actuator on a black-coded stabilizer or a black-coded actuator on a blue-coded stabilizer.

WARNING

The trim tab actuator to be installed on the LH horizontal stabilizer must have threads on its actuator screw that will rotate clockwise when screwed into the actuator assembly. The trim tab actuator that will be installed on the RH horizontal stabilizer must have threads on the actuator screw that rotate counterclockwise when screwed into the actuator assembly.

d. After rigging the elevator and elevator tab control system, check for correct movement of the control surfaces with respect to the movement of the controls. When the elevator tab control is moved toward the "NOSE DOWN" position, the trailing edge of the tabs should move up.

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.