

All Commercial BEECHCRAFT Models

No. 2405
ATA Code 11-00
Recurring Inspection

SUBJECT: PLACARDS AND MARKINGS - INSPECTION TO VERIFY INSTALLATION AND CONDITION OF ALL INTERIOR AND EXTERIOR PLACARDS AND MARKINGS.

SYNOPSIS OF DIFFERENCE: The following areas were changed: Serialization changed from limited application to "All Commercial BEECHCRAFT Models"; updated information to latest Service Bulletin format.

REASON: This Service Bulletin is being issued to provide notification that replacement placards are available and should be installed when existing placards have become illegible or when the airplane is repainted or refurbished.

EFFECTIVITY: X All Commercial BEECHCRAFT Models.

COMPLIANCE: Beech Aircraft Corporation recommends that inspection and replacement of placards be accomplished, particularly after the airplane has been repainted or refurbished.

The owner/operator is responsible to ensure that all placards are inspected for condition during normal operation of the airplane.

This Service Bulletin supersedes and cancels BEECHCRAFT Service Instructions No. 1134.

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 interior placard kits: 3 hours.

Estimated man-hours for installation of exterior placard kits: 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 parts and instructions for installing standard replacement interior and exterior placards on BEECHCRAFT airplanes are contained in kits which are developed for each model. There is a kit for the interior placards for each model and a kit for the exterior placards for each model.

If placards have been installed on your airplane by Service Bulletin, STC, or other means, since manufacture, those placards may not be included in the placard kits. The owner/operator will need to order those placards from Beech Aircraft Corporation (for Service Bulletin installed placards which are not in the kits), the owner/manufacture of the STC or the original source of the placard.

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Issued: November, 1992

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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.

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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On those airplanes which do not have placard kits, refer to the applicable parts catalog for required placards until placard kits are developed.

The kits required for the replacement of placards on your airplane are listed in the BEECHCRAFT Kit Catalog P/N 888-30935/0191 or subsequent. The appropriate kit may be ordered through a BEECHCRAFT Authorized Outlet. Order kits by model and airplane serial number.

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 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.

- SPARES AFFECTED:** None.
- WARRANTY CREDIT:** None.
- SPECIAL TOOLS:** None.
- WEIGHT AND BALANCE:** None.
- REFERENCES:** BEECHCRAFT Kit Catalog P/N 888-30935/0191 or subsequent.
- PUBLICATIONS AFFECTED:** None.
- ACCOMPLISHMENT INSTRUCTIONS:** Instructions for installation of replacement interior and exterior placards are contained in the applicable placard 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.

NOTE

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

33, 34, 35, 36, 45, 55,
56TC, 58, 58P, 58TC, 60, 95

No. 2460, Rev. I
ATA Code 27-50

SUBJECT: FLIGHT CONTROLS - INSPECTION OF FLAP DRIVE CABLE/FLAP DRIVE MOTOR COUPLING CONNECTION

SYNOPSIS OF CHANGE: Revised Bonanza Model 35 EFFECTIVITY to exclude serials D-1 through D-837; Added 95-55 model designation. Revised ACCOMPLISHMENT INSTRUCTIONS to clarify procedures.

REASON: This Service Bulletin is being issued to provide an inspection and instructions for proper attachment of the flap drive cable to the flap motor drive shaft. Improper attachment may result in a split flap condition.

A revised Maintenance Manual Temporary Revision for flap drive cable connection is attached to this Service Bulletin. It should be inserted in any maintenance manual associated with airplanes listed in EFFECTIVITY so that those manuals will be "current manufacturers maintenance manuals" for compliance with FAR 43.13 and 65.81.

EFFECTIVITY: COMMERCIAL AIRPLANES

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

35-C33A, E33A, F33A, serials CE-1 through CE-1632;

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

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

T-34C-1, serials GM-1 through GM-71 and GM-78 through GM-98;

Bonanza 35, 35R, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35A-TC, V35B, V35B-TC, serials D-838 through D-10403, D-15001 and D-15002;

36, A36, serials E-1 through E-2679;

A36TC, B36TC, serials EA-1 through EA-525;

Baron 95-55, 95-A55, 95-A55A, 95-B55, 95-B55A, serials TC-1 through TC-2456;

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

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

Baron 58 and 58A, serials TH-1 through TH-1646;

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Issued: December, 1992
Revised: November, 1993

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(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 Mandatory Service Bulletins and 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 Mandatory Service Bulletins, Service Bulletins and BEECHCRAFT Kits are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT Mandatory Service Bulletins, 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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58P and 58PA, serials TJ-3 through TJ-497;

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

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

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

MILITARY AIRPLANES

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

45, A45, B45 and D45, All Serials;

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

COMPLIANCE:

COMMERCIAL AIRPLANES

Beech Aircraft Corporation considers this to be a mandatory inspection/modification. It should be accomplished as soon as possible after receipt of this Service Bulletin, but no later than the next 100 service hours or the next annual inspection, whichever occurs first, unless previously completed in accordance with the original issue of this Service Bulletin. Accomplish this Service Bulletin during an inspection when access to this area is available.

A revised Maintenance Manual Temporary Revision for flap drive cable connection is attached to this Service Bulletin. It should be inserted in any maintenance manual associated with the airplanes listed in EFFECTIVITY regardless of compliance with the previous issue of this Service Bulletin so that those manuals will be "current manufacturer's maintenance manuals" for compliance with FAR 43.13 and 65.81.

This Service Bulletin supersedes and cancels BEEHCRAFT Service Bulletin No. 65-20 INSPECTION OF FLAP ACTUATOR CABLE and Service Bulletin No. 67-40 SECURING THE WOODRUFF KEY ON THE WING FLAP DRIVE FLEX SHAFT.

MILITARY AIRPLANES

For compliance information on military airplanes, contact your local headquarters.

APPROVAL:

Engineering data contained in this Service Bulletin is FAA approved.

MANPOWER:

The following information is for planning purposes only:

Estimated man-hours for inspection .5 hour.

Estimated man-hours for retainer installation, if required: .5 hour per retainer.

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 Service Bulletin, may be ordered through a BEEHCRAFT Authorized Outlet:

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
50-361131	Retainer	2, If Required

SPARES AFFECTED:

None.

WARRANTY CREDIT: COMMERCIAL AIRPLANES

None.

MILITARY AIRPLANES

For warranty information on military airplanes, contact your local headquarters.

SPECIAL TOOLS: 5/8-24 UNEF die, if required.**WEIGHT AND BALANCE:** None.**REFERENCES:**

Refer to the appropriate Section/Chapter of the applicable Shop/Maintenance Manual for pilot and copilot chair removal.

BEECHCRAFT Service Bulletin No. 65-20, INSPECTION OF FLAP ACTUATOR CABLE;

BEECHCRAFT Service Bulletin No. 67-40, SECURING THE WOODRUFF KEY ON THE WING FLAP DRIVE FLEX SHAFT.

PUBLICATIONS AFFECTED:

It is recommended that a note to "See Service Bulletin No 2460" be made in the appropriate Section/Chapter of the applicable Shop/Maintenance Manual.

It is recommended that a copy of the Temporary Revision(s) attached to this Service Bulletin be added to the appropriate Section/Chapter of the applicable Shop/Maintenance Manual(s) for reference.

ACCOMPLISHMENT INSTRUCTIONS:

This Service Bulletin shall be accomplished as follows:

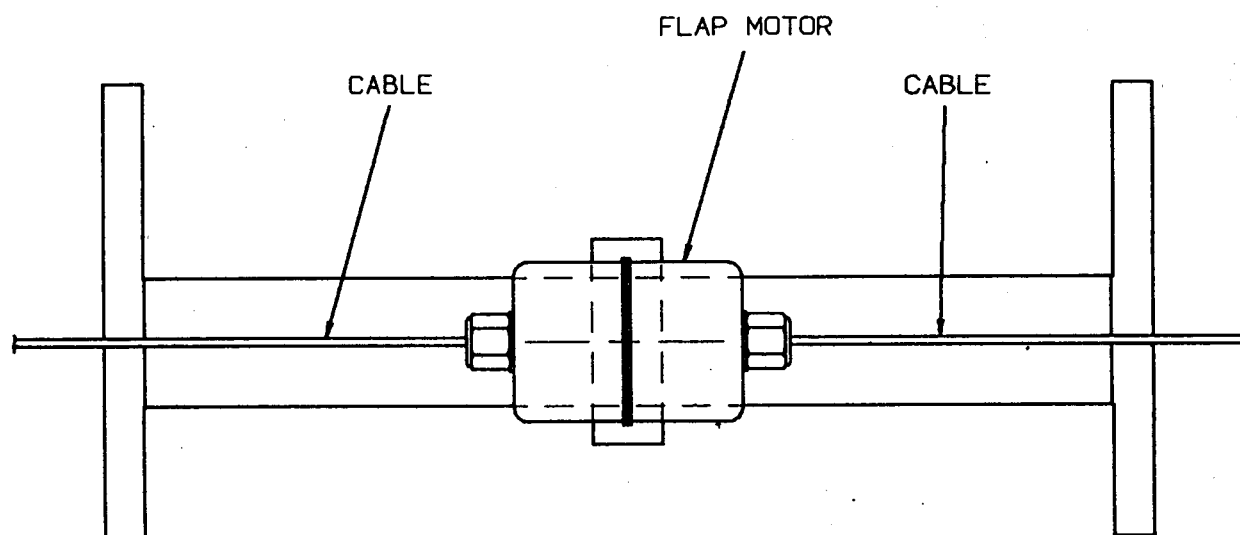
INSPECTION OF FLAP DRIVE CABLE CONNECTION

1. Remove electrical power from the airplane and disconnect the battery.
2. For Model 45 series and T-34C series, remove the forward chair from the airplane in accordance with the instructions specified in the applicable Shop/Maintenance Manual. For all other affected models, remove both the pilot's and copilot's chairs from the airplane in accordance with the instructions specified in the applicable Shop/Maintenance Manual.
3. Remove any equipment or covers required to gain access to the flap motor located aft of the forward wing spar on the centerline of the airplane.
4. Refer to Figures 1 and 2, and inspect the attachment of both the LH and RH flap cables and flap cable housings.
 - a. The flap drive cable configurations shown in Figure 1 are not affected by this Service Bulletin. If the airplane is configured as shown in View A or View B of Figure 1, proceed as follows:
 - 1) Replace all seats and equipment that were removed to gain access to the flap drive motor.
 - 2) Restore electrical power to the airplane and ensure that the flap system operates properly.
 - b. If the airplane is configured as shown in Figure 2, proceed to Step 5.
5. Verify that retainers are installed and cable housings and hardware are arranged as shown in Figure 2. Ensure that the keyway slot is rotated 90° relative to the slot in the motor drive shaft. Clearance must exist between the outboard end of the retainer and the inboard

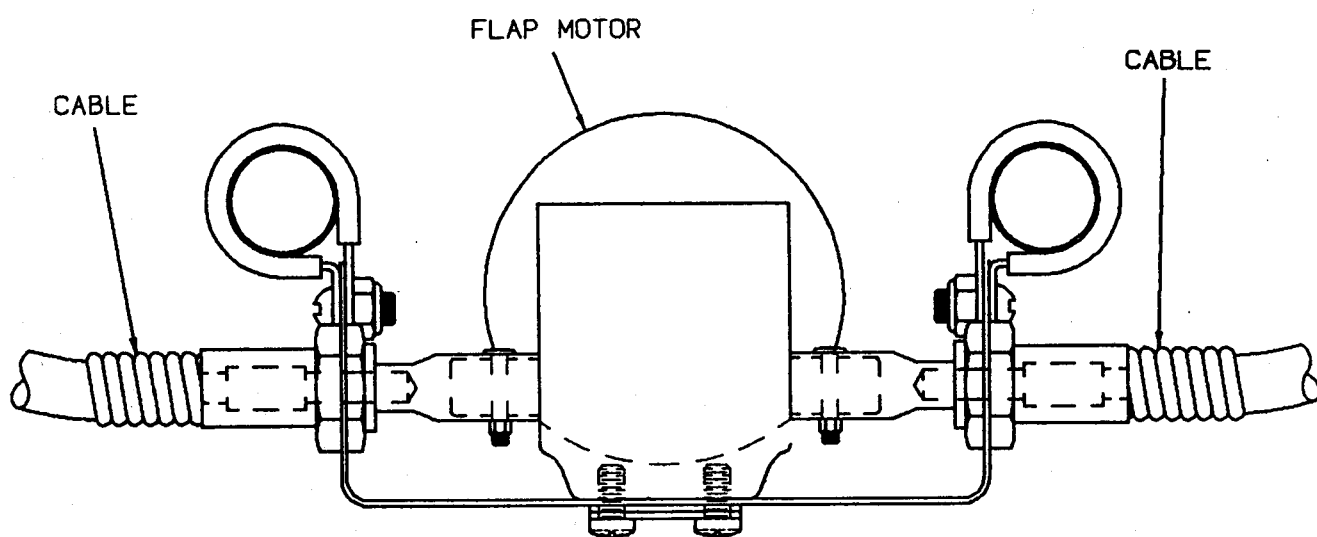
end of the flap cable housing. If retainers are not installed and/or if flap cable housings need to be repositioned, proceed in accordance with the FLAP DRIVE CABLE CONNECTION instructions in this Service Bulletin. Refer to the applicable Shop/Maintenance Manual for instructions to disconnect the flap cables from the flap motor drive shaft.

FLAP DRIVE CABLE CONNECTION

1. Connect the LH and RH flap drive cables to the flap drive motor as follows, using Figure 2 for component locations:
 - a. Install the outboard nut and washer as far as it will go on the threaded portion of the flap cable.
 - b. Insert the retainer through the mount support and onto the motor shaft as far as it will go. Align the retainer keyway with the key slot in the flap motor drive shaft and tighten one set screw temporarily.
 - c. While inserting the flap cable through the mount support, install the inboard washer and nut. Fully install the cable through the retainer and into the motor drive shaft until the keyway is just past the key slot in the retainer.
 - d. Loosen the set screw that was tightened in Step b. Ensure that the retainer is still installed on the motor shaft as far as it will go and rotate the retainer 90°.
 - e. Keep inboard pressure on the retainer and tighten both retainer set screws.
 - f. Secure the flap drive cable to the mount support by tightening the nuts. Tighten the inboard nut and ensure that there is sufficient clearance between the c



DETAIL A
LOOKING FORWARD

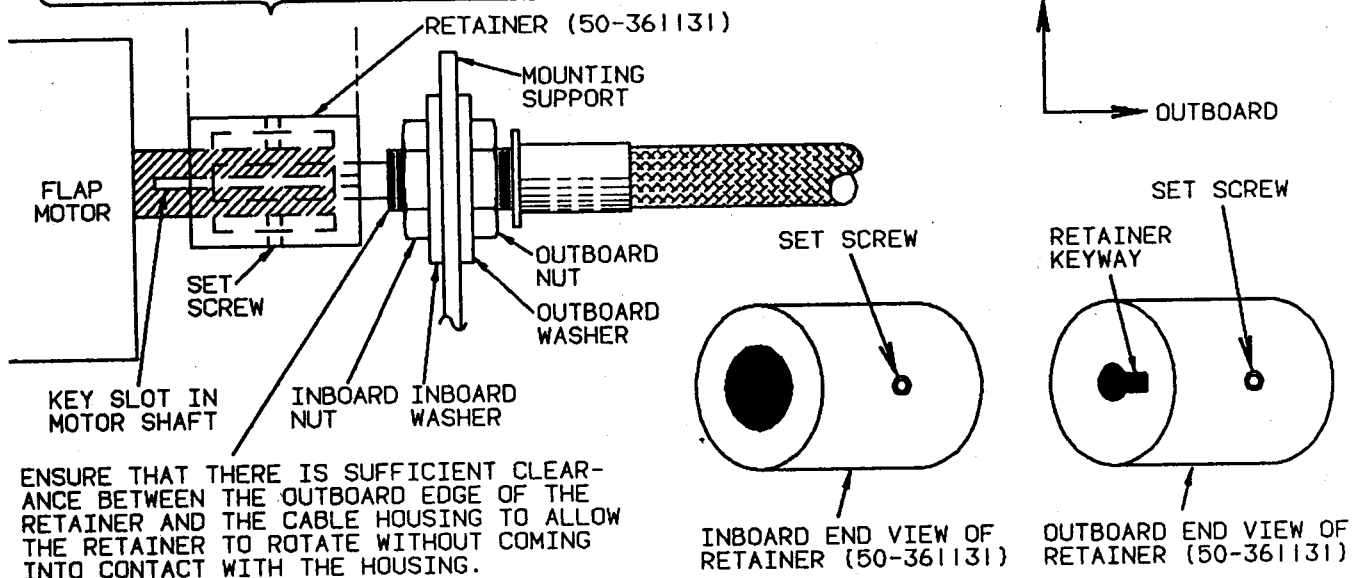


DETAIL B
LOOKING FORWARD

AIRPLANES WITH EITHER OF THESE
CONFIGURATIONS ARE NOT AFFECTED
BY THIS SERVICE BULLETIN.

**Flap Drive Cable/Flap Drive Motor Coupling Connection
Figure 1**

MODEL 60 AIRPLANES ARE EQUIPPED WITH A SPRING IN THIS LOCATION. ENSURE THAT THE SPRING IS INSTALLED.



AIRPLANES WITH THIS CONFIGURATION ARE AFFECTED BY THIS SERVICE BULLETIN.

Flap Drive Cable/Flap Drive Motor Coupling Connection
Figure 2

board edge of the retainer and the cable housing to allow the retainer to rotate without coming into contact with the cable housing. If the threaded part of the cable housing is not long enough to install the two nuts and washers, using a die, add 5/8-24 UNEF threads until .88 inch thread length is reached. Tighten the outboard nut against the mounting support.

2. Replace all seats and equipment that were removed to gain access to the flap drive motor.

3. Restore electrical power to the airplane and ensure that the flap system operates properly.

4. Insert a copy of the attached Maintenance Manual Temporary Revision in the appropriate section/chapter of all shop/maintenance manuals for Commercial Airplanes identified under EFFECTIVITY.

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. 2518, Rev. I
ATA Code 28-20

SUBJECT: FUEL - REPLACEMENT OF THE FUEL STRAINER SPRING AND HOUSING PLATE

**SYNOPSIS OF
CHANGE:**

Revised EFFECTIVITY to include additional serials; COMPLIANCE; modified illustration in ACCOMPLISHMENT INSTRUCTIONS to clarify strainer installation; corrected pipe thread sealant part number.

REASON:

This Service Bulletin is being issued to replace the fuel strainer spring and housing plate with an improved housing plate. The new plate and spring come as one assembly and will prevent the strainer screen from being installed incorrectly. An incorrectly installed strainer screen may allow unfiltered fuel to enter the fuel system. Unfiltered fuel may contaminate the engine fuel system and cause engine power interruptions.

EFFECTIVITY:

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

Bonanza 35-C33A, E33A, F33A, serials CE-1 through CE-1756;

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

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

36, A36, serials E-1 through E-2845;

A36TC, B36TC, serials EA-1 through EA-556.

COMPLIANCE:

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, but no later than the next scheduled 100 hour or annual inspection, whichever occurs first unless previously completed in accordance with the original issue of 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: 1 hour.

ECR 7124, 7125, 7126, 7127

Issued: March, 1994

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(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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Unless otherwise designated, Beech Aircraft Corporation Mandatory Service Bulletins, Service Bulletins and BEECHCRAFT Kits are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT Mandatory Service Bulletins, 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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Service Bulletin No. 2518, Rev. I

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
36-920058-1	Plate	1
35-921181	Gasket	1

SPARES AFFECTED:

None.

WARRANTY CREDIT:

Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed on all affected airplanes which are within warranty at the time this Service Bulletin is released.

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 BEECHCRAFT Service Center rated to perform maintenance on the specific model of BEECHCRAFT covered by this Service Bulletin.

All warranty reimbursements are handled through BEECHCRAFT 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 BEECHCRAFT Authorized Outlet.

SPECIAL TOOLS:

None.

WEIGHT AND BALANCE:

None.

REFERENCES:

None.

PUBLICATIONS AFFECTED:

None.

ACCOMPLISHMENT INSTRUCTIONS:

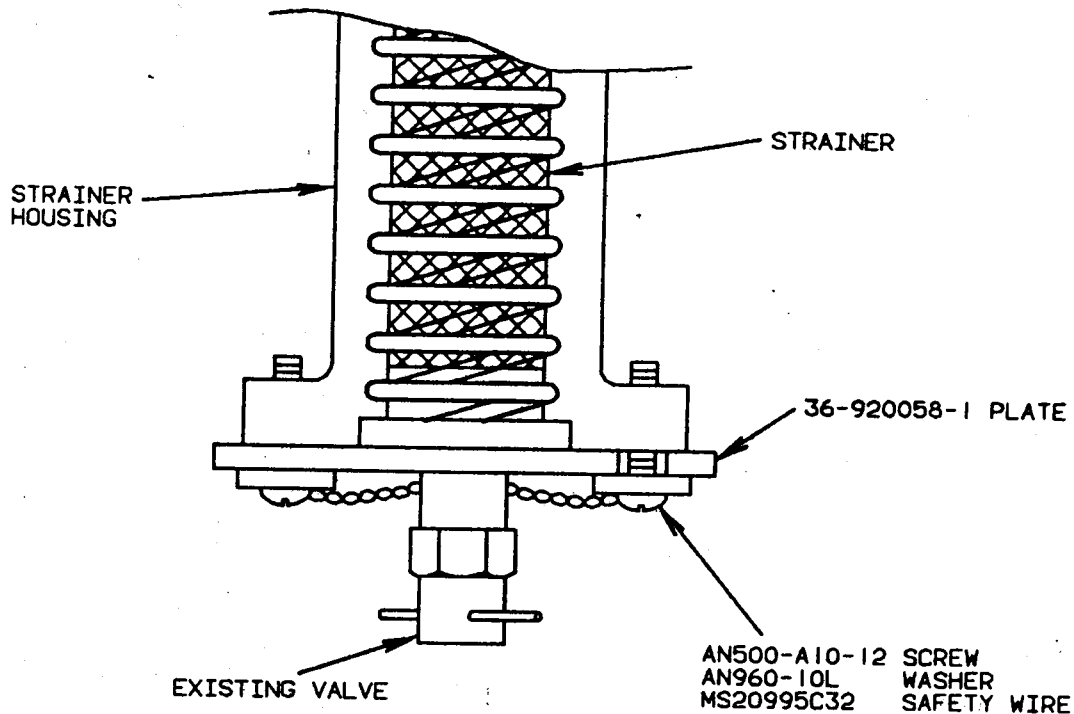
This Service Bulletin shall be accomplished as follows:

1. Turn the fuel selector to the OFF position.
2. Gain access to the fuel strainer and remove the existing fuel strainer housing plate and fuel strainer spring from the bottom of the fuel strainer. See Figure 1. Remove and retain the valve from the housing plate and retain the attaching hardware. Discard the mounting plate, gasket and spring.
3. Use LOCTITE 592-31 (PST 592) to coat the drain assembly threads and install the valve into a new P/N 36-920058-1 housing plate. LOCTITE 592-31 (PST 592) is available through a BEECHCRAFT Authorized Outlet or may be procured from local sources.
4. Install a new P/N 35-921181 gasket on the new housing plate, place the strainer into

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the spring (attached to the new plate) and attach the plate to the strainer housing using the two screws and washers which were removed in Step 3. Safety the two screws with P/N MS20995C32 safety wire (obtain locally).

5. Turn the fuel selector to either the LH or RH fuel supply and place the mixture control in Idle Cutoff. Turn on the boost pump and check for leaks.
6. Replace any access panels or equipment removed to facilitate this Service Bulletin.



Fuel Strainer Spring and Housing Plate

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.

SUBJECT: FLIGHT CONTROLS - CONTROL GUST LOCK MODIFICATION/REPLACEMENT

REASON: This Service Bulletin is being issued to modify an existing control gust lock and to announce the availability of two improved control gust locks. Precautionary placards that identify applicable airplane serial numbers and remind pilots to remove control gust locks before flight are being added to existing control gust locks that correspond to Bonanza 35 series airplane serials D-1 through D-4865. Two improved control gust locks that prevent throttle movement out of idle and include the precautionary placards mentioned previously have been developed to replace the existing control gust locks on the remaining Bonanza series airplane serials affected by this Service Bulletin. Beech Aircraft Corporation is taking this action because of continuing reports of incidents and accidents, involving Bonanza airplanes, in which the pilot attempted take-off with the control gust lock installed.

EFFECTIVITY: CIVIL AIRPLANES

✓ 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-544 and CE-547;

E33C, F33C, serials CJ-1 through CJ-85;

35, 35R, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35-TC, V35A, V35A-TC and V35B, serials D-1 through D-9704;

36 and A36, serials E-1 through E-619.

COMPLIANCE: Beech Aircraft Corporation considers this to be a mandatory modification and it should be accomplished by the next annual inspection after receipt 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: .5 hour.

No ECR M

Issued: September, 1995

1 of 5

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98-39071/0793

Service Bulletin No. 2527

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 that are required for this modification may be ordered through a BEECHCRAFT Authorized Outlet:

Part Number	Description	Quantity Per Airplane
35-524190-3*	Control gust lock with placards installed	1
35-590125-3	Placard for P/N 35-524190 control gust lock	1
35-590126-7	Placard for P/N 35-524190 control gust lock	1
35-590127-1	Control gust lock with placards installed	1
35-590128-1	Control gust lock with placards installed	1

*Replacement for P/N 35-524190 control gust locks that may have been lost.

SPARES AFFECTED: None.

WARRANTY CREDIT: None

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS AFFECTED: None.

ACCOMPLISHMENT INSTRUCTIONS:

This Service Bulletin shall be accomplished as follows:

Serials D-1 through D-4865 equipped with the original P/N 35-5294190 control gust lock:

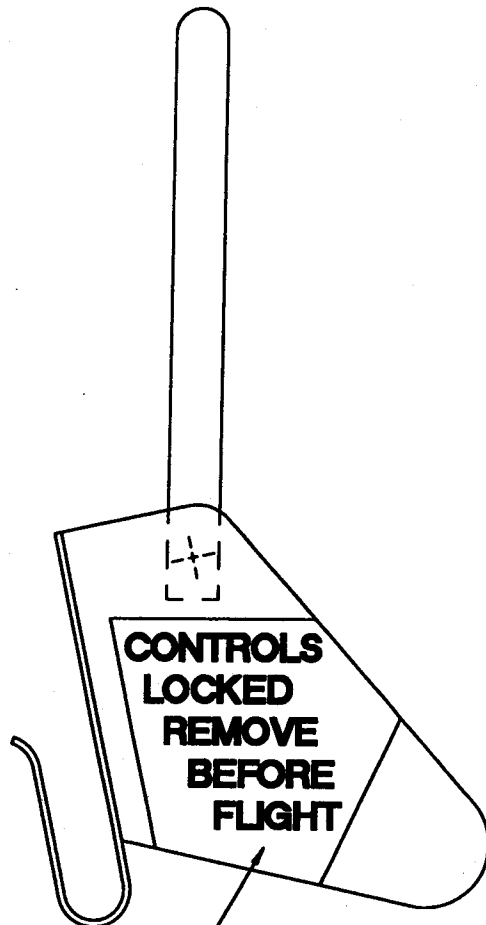
Refer to Figure 1 and install a P/N 35-590125-3 and a P/N 35-590126-7 placard on the control gust lock. Install one placard on each side of the control gust lock.

Serials D-1 through D-4865 that do not have a control gust lock:

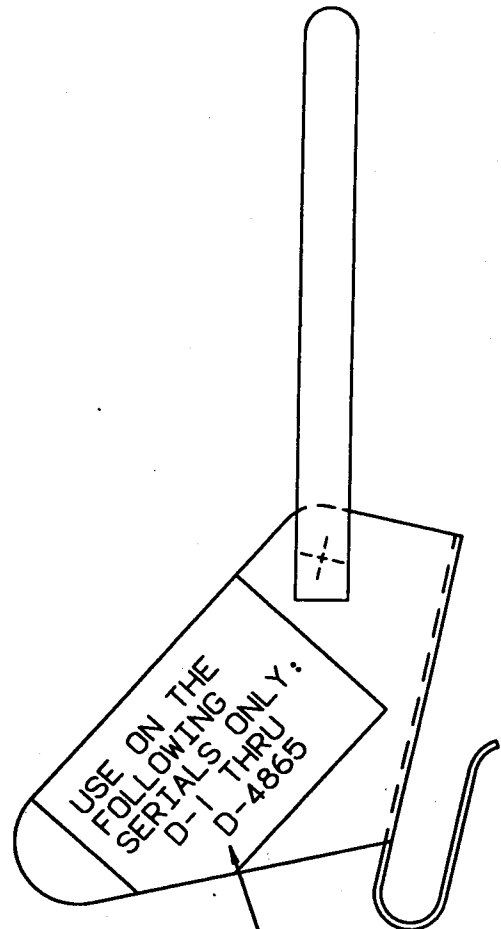
Refer to Figure 1 and install a P/N 35-5294190-3 control gust lock. The P/N 35-524190-3 gust lock includes the P/N 35-590125-3 and P/N 35-590126-7 placards.

Serials D-4866 through D-9704, CD-1 through CD-1304, CE-1 through CE-544 and CE-547, CJ-1 through CJ-85, and E-1 through E-618:

Refer to Figure 2 and install the P/N 35-590127-1 or P/N 35-590128-1 control gust lock as applicable.



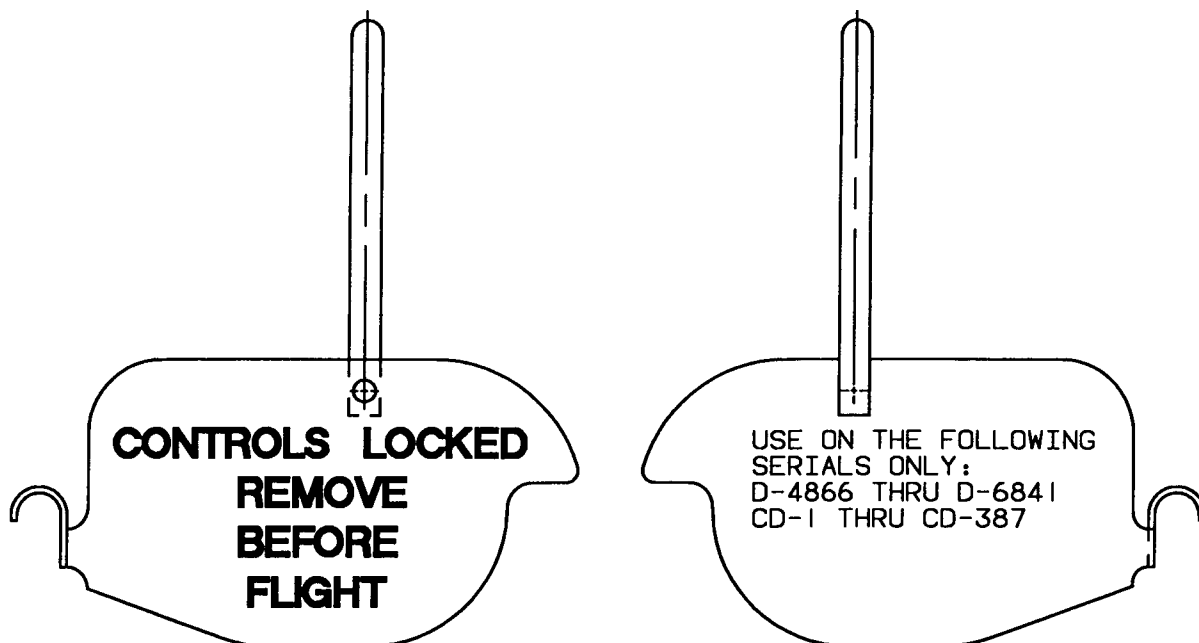
35-590125-3
PLACARD



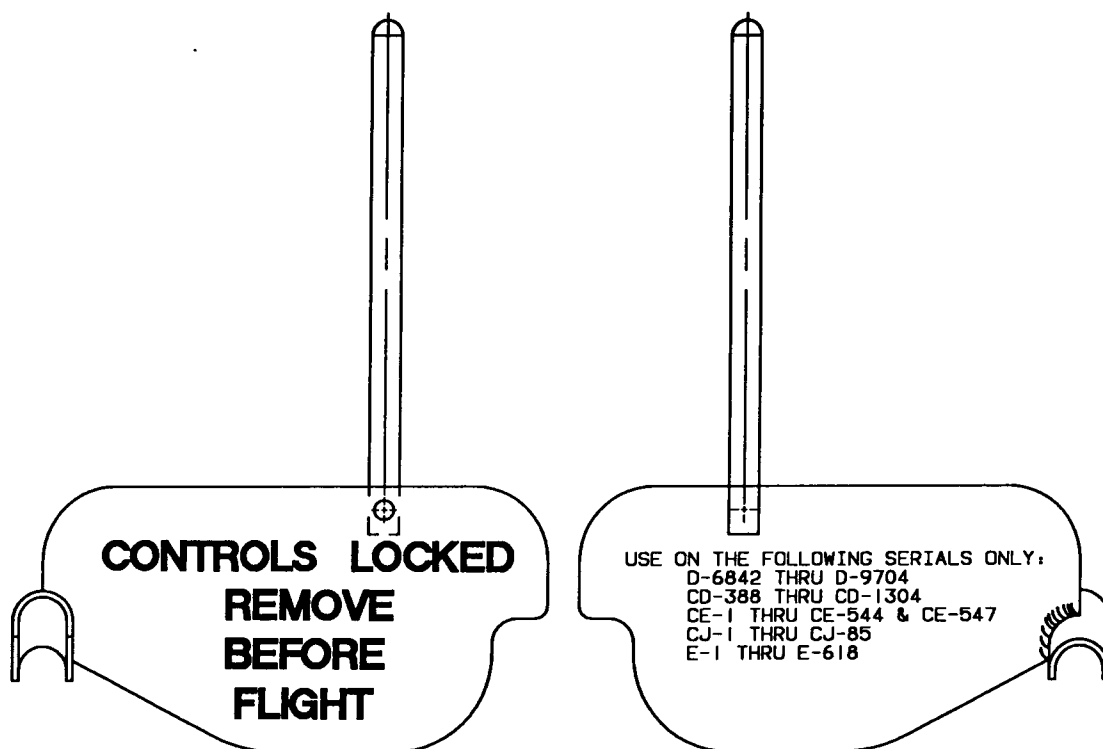
35-590126-7
PLACARD

35-524190 CONTROL GUST LOCK
(ORIGINAL PART - PLACARDS MUST BE ORDERED SEPARATELY)
35-524190-3 CONTROL GUST LOCK (REPLACEMENT PART - PLACARDS INCLUDED)

Control Gust Lock Modification/Replacement
Figure 1



35-590127-1 CONTROL GUST LOCK
(REPLACES 35-590081 CONTROL GUST LOCK)



35-590128-1 CONTROL GUST LOCK
(REPLACES 35-590103 CONTROL GUST LOCK)

**Control Gust Lock Replacement
Figure 2**

Service Bulletin No. 2527

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, 34, 35, 36, 45, 50, 95-55, 56TC, 58, 60, 65, 70, 80, 88, 90,
95, 99, 100, 200

No. 2538, Rev. I
ATA Code 57-10
Recurring Inspection

SUBJECT: WINGS - INSPECTION OF UPPER AND LOWER SPAR CAPS

**SYNOPSIS OF
DIFFERENCE:**

This Service Bulletin supersedes and cancels BEECHCRAFT Service Instructions No. 0514-035, Rev. II. The following changes were made: removed model series 33, 35, 36, 50, 95-55, 56TC, 58, 60, 65, 70, 80, 88, 90, F90, 95, 99, 100 and 200 from EFFECTIVITY and MATERIAL due to the fact that the upper and lower spar cap inspection is contained in the Shop Manual, Maintenance Manual, or Structural Inspection and Repair Manual, applicable to these models; and removed Kit Nos. 35-4008, 58-4002 and 100-4002.

REASON: This Service Bulletin is being issued to inspect the upper and lower spar caps for possible corrosion.

EFFECTIVITY: BEECHCRAFT Model 45 (T34A), all serials;
B45 and D45 (T-34B), all serials;
T-34C, all serials;
T-34C-1, all serials;
34C, all serials.

NOTE

Special emphasis should be placed on airplanes that have been operated and/or stored for extended periods (5 years or longer) in areas where geographic locations and atmospheric conditions are highly conducive to corrosion.

COMPLIANCE: Beech Aircraft Corporation considers this to be a Mandatory Service Bulletin which should be accomplished at the next annual inspection and every annual inspection thereafter.

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.

No ECR M

Issued: September, 1994

Revised: October, 1994

1 of 4

Beech Aircraft Corporation issues Service Information for the benefit of owners and fixed based operators in the form of two classes of Service Bulletins. The first class, Mandatory Service Bulletins (Red Border) includes changes, inspections and modifications that could affect safety or crashworthiness. Beech considers compliance with these Service Bulletins to be mandatory. Beech also issues a Service Bulletin having no border which is designated as either recommended or optional in the Compliance Section within the Bulletin. In the case of recommended Service Bulletins, Beech feels the changes, modifications, improvements or inspections will benefit the owner and although highly recommended, they are not considered mandatory at the time of issuance. In the case of optional Service Bulletins, compliance with the changes, modifications, improvements or inspections is at the owner/operator's discretion. 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 Mandatory Service Bulletins and 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 Mandatory Service Bulletins, Service Bulletins and BEECHCRAFT Kits are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT Mandatory Service Bulletins, Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than BEECHCRAFT Approved Kits.

Service Bulletin No. 2538, Rev. I

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: None.

SPARES AFFECTED: None.

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. 2538, Rev. I" be made in the following:

T-34A Maintenance Manual, P/N T.O. 1T-34A-2, Airframe Group Section 2;

T-34B Maintenance Manual, P/N NAVAIR O1-90KDB-502, Airframe Group Section 2;

T-34C Maintenance Manual, P/N 92-37867, Chapter 57;

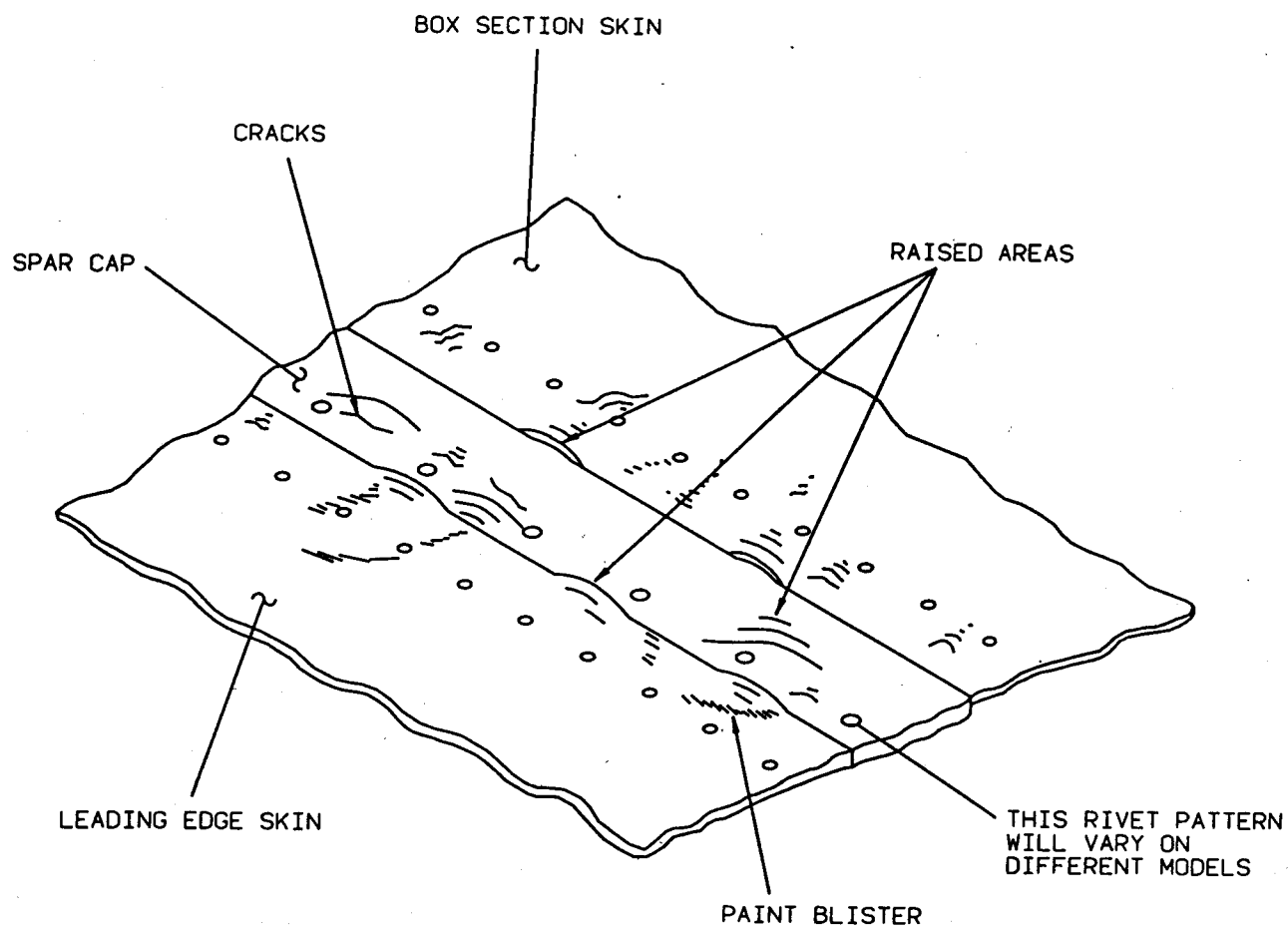
T-34C-1/34C Maintenance Manual, P/N 104-590025-5, Chapter 57.

ACCOMPLISHMENT INSTRUCTIONS:

This Service Bulletin shall be accomplished as follows:

1. Wash all exposed areas of the upper and lower spar caps using normal cleaning procedures.
2. Visually inspect all exposed areas of the upper and lower spar caps for paint blisters, raised areas and/or unevenness and cracks in the metal. Paint blisters could be caused by corrosion, therefore, if blisters are detected during the visual inspection, the area of the blister should be examined closely for unevenness and/or raised areas and cracks in the metal. The exposed areas of the spar caps are extruded flat, therefore, areas of unevenness and/or raised areas on the spar caps could indicate corrosion and should be considered suspect areas. See Figure 1.

THIS ILLUSTRATION REPRESENTS A TYPICAL SECTION OF THE SPAR CAP TO BE INSPECTED FOR INDICATORS OF POSSIBLE CORROSION. ALL INDICATORS ARE SHOWN IN ONE AREA AND ARE EXAGGERATED FOR CLARITY. ANY ONE OR ANY COMBINATION OF THE INDICATORS ARE CAUSE FOR FURTHER INVESTIGATION.



Typical Section of the Spar Cap to be Inspected
Figure 1

NOTE

Areas of unevenness and/or raised areas on the spar caps may be detected by sliding the fingers over the surface, by moving a straight-edge over the surface or by sighting down the length of the spar cap.

3. If during visual inspection, any build up of a whitish, salt-like, non-metallic substance is detected, the area should be examined carefully, as this is indicative of corrosion. However, wax or paint that may be trapped between the edge of the skin and the exposed section of the spar cap should not be interpreted as corrosion.
4. If corrosion is detected:

CIVIL AIRPLANES

Contact Beech Aircraft Corporation Customer Support Department for disposition, at TELFAX No. (316) 676-8027, International TELEX No. 203603, (Wichita, Kansas 67201), and report the location and extent of the corrosion. Beech Customer Support will then advise how to proceed.

MILITARY AIRPLANES

Contact the appropriate Military Headquarters for disposition, and report the location and extent of the corrosion.

RECORD COMPLIANCE: Upon completion of this inspection, 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[®] SERVICE BULLETIN

33, 35, 36

No. 2601
ATA Code 32-20

Kit No. 36-8005-1

SUBJECT: LANDING GEAR - NOSE GEAR DOOR RETRACTION MECHANISM MODIFICATION

REASON: This Service Bulletin is being issued to announce a kit that installs a new roller assembly on the nose gear door retraction mechanism. Refer to Figure 1 for an illustration of the modification. The new roller assembly, when installed, improves the service life of the nose gear retraction mechanism.

EFFECTIVITY: X BEECHCRAFT Debonair/Bonanza F33A, serials CE-418, CE-436 and After;
F33C, serials CJ-40 and After;
Bonanza V35B, serials D-9439, D-9469 through D-10403;
A36, serials E-395, E-425 and After;
A36TC, serials EA-1 through EA-241 and EA-243 through EA-272;
B36TC, serials EA-242, EA-273 and After.

COMPLIANCE: Beech Aircraft Corporation considers compliance to be at the owner's/operator's option.

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

MANPOWER: The following information is for planning purposes only:
Estimated man-hours: 4 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.

No ECR; 0

Issued: July, 1995

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1 of 3

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 Beechcraft[®]
A Raytheon Company

MATERIAL:

The following kit required for this modification may be ordered through a BEEHCRAFT Authorized Outlet.

Part Number	Description	Quantity Per Airplane
36-8005-1	Nose Landing Gear Retraction Mechanism Roller Assembly Shaft Kit	1

Beech Aircraft Corporation expressly reserves the right to supersede, cancel and/or declare obsolete, without prior notice, any kit or publication 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: Negligible.

REFERENCES: Refer to the appropriate Section/Chapter, covering the Nose Landing Gear, of the applicable Shop/Maintenance Manual.

PUBLICATIONS AFFECTED: It is recommended that a note "See Service Bulletin No. 2601" be made in the following:

The appropriate Section/Chapter, covering the Nose Landing Gear, of the applicable Shop/Maintenance Manual.

The appropriate Section/Chapter, covering the Nose Landing Gear, of the applicable Illustrated Parts Catalog.

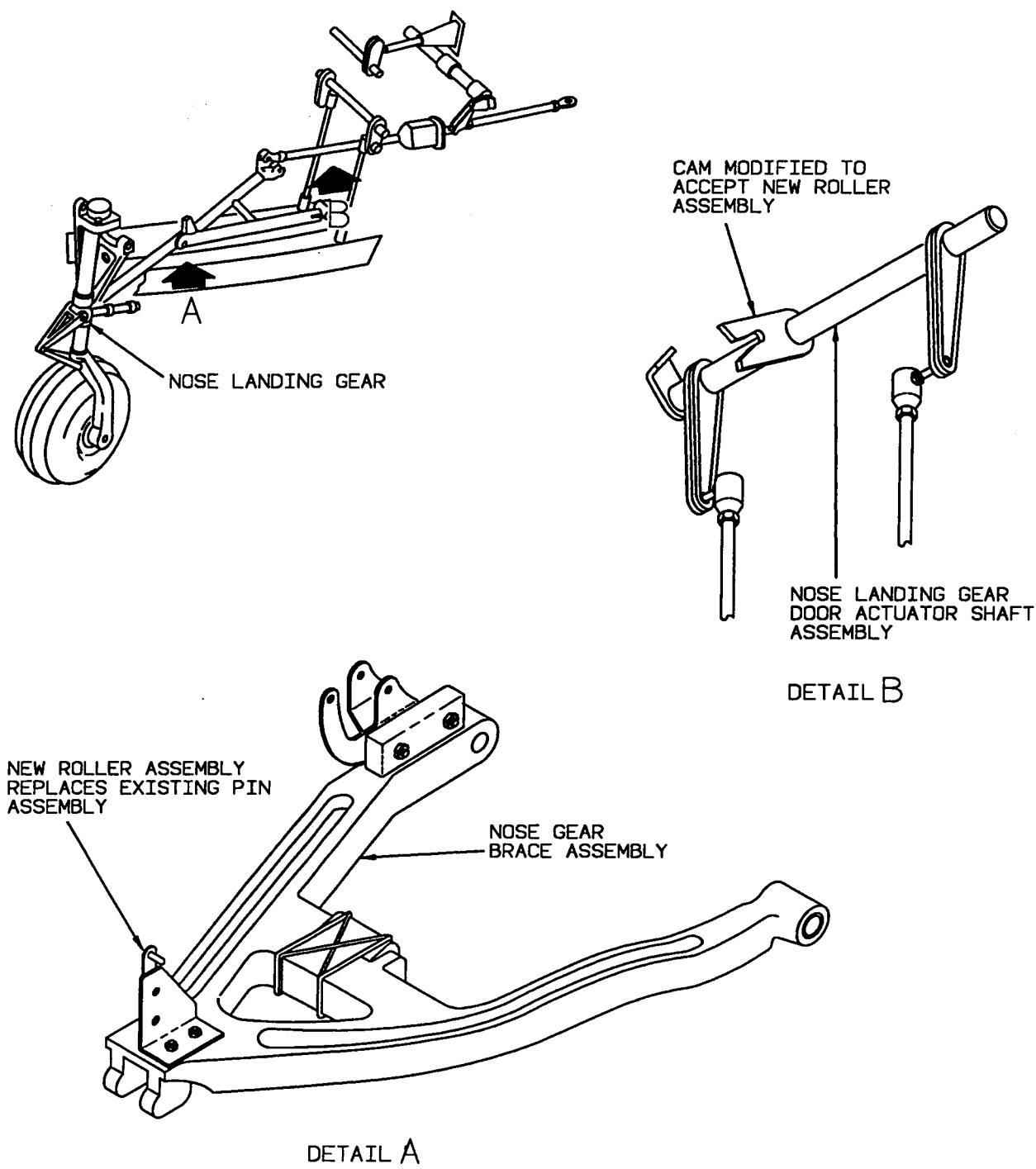
ACCOMPLISHMENT INSTRUCTIONS:

The parts and information required to accomplish the Nose Gear Door Retraction Mechanism Modification are contained in the "Nose Landing Gear Retraction Mechanism Roller Assembly Shaft Kit" listed under 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.



Nose Gear Door Retraction Mechanism Modification
Figure 1