

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

No. 2457, Rev. 1
ATA Code 52-10

Kit No. 36-4007-1 S
Kit No. 36-4008-1 S

SUBJECT: DOORS - CABIN DOOR THIRD LATCH PIN OVERCENTER MECHANISM INSTALLATION

SYNOPSIS OF CHANGE: Added information concerning bellcrank/arm-rest support interference.

REASON: This Service Bulletin is being issued to provide cabin door third latch pin overcenter mechanism kits that will reduce the possibility of a cabin door opening in flight. Beech has received reports of the third latch pin retracting in flight due to misrigging and/or vibration. When the latch pin retracts, it forces the entire door latching mechanism to reverse, allowing the cabin door to open. The kit provides parts to incorporate an overcenter mechanism for the cabin door third latch pin.

NOTE

To accomplish this Service Bulletin it may be necessary to modify or replace the arm-rest, arm-rest support and door panel. Installation of the kit may cause the bellcrank to strike the arm-rest, preventing the full travel of the bellcrank. This condition can be corrected by shortening/reforming/replacing the existing arm-rest support.

EFFECTIVITY: COMMERCIAL AIRPLANES

BEECHCRAFT Bonanza E33, F33, and G33, serials CD-1171 through CD-1304;
E33A and F33A, serials CE-218 through CE-1670 and CE-1672 through CE-1679;
V35A and V35B, serials D-8785 through D-10403;
36 and A36, serials E-4 through E-2710 and E-2712 through E-2727;
A36TC and B36TC, serials EA-1 through EA-536;
Baron 95-B55 and 95-B55A, serials TC-1093 through TC-2456;
D55, D55A, E55 and E55A, serials TE-560 through TE-1201;
56TC and A56TC, serials TG-16, TG-17, TG-33, TG-34, TG-44, TG-45, and TG-47 through TG-94;

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Issued: September, 1993
Revised: February, 1994

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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.

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58 and 58A, serials TH-1 through TH-1664;
 58TC and 58TCA, serials TK-1 through TK-151;
 Travel Air E95, serials TD-717 through TD-721.

MILITARY AIRPLANES

95-B55B (T-42A), serials TF-66 through TF-70.

COMPLIANCE:

Beech Aircraft Corporation considers this to be a mandatory modification and it must 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:

Estimated man-hours to accomplish Kit No.36-4007-1 S: 5 hours.

Estimated man-hours to accomplish Kit No.36-4008-1 S: 5 hours.

Suggested number of men: 1 man.

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

MATERIAL:

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

F33A (CE-465 through CE-1670 and CE-1672 through CE-1679); V35B (D-9538 through D-10403); A36 (E-477 through E-2710, E-2712 through E-2727); A36TC (EA-1 through EA-241, EA-243 through EA-272); B36TC (EA-242, EA-273 through EA-536); 95-B55, 95-B55A (TC-1608 through TC-2456); E55, E55A (TE-938, TE-943 through TE-1201); 58, 58A (TH-385 through TH-1664); 58TC, 58TCA (TK-1 through TK-151);

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
36-4007-1 S	Kit - Cabin Door Latch Point Installation	1

E33, F33 and G33 (CD-1171 through CD-1304); E33A and F33A (CE-218 through CE-464); V35A and V35B (D-8785 through D-9537); 36 and A36 (E-4 through E-476); E95 (TD-717 through TD-721); 95-B55, 95-B55A (TC-1093 through TC-1607); 95-B55B (T-42A) (TF-66 through TF-70); D55, D55A, E55 and E55A (TE-560 through TE-937 and TE-939 through TE-942); 58TC and A58TC (TG-16, TG-17, TG-33, TG-34, TG-44, TG-45, TG-47 through TG-94); 58, 58A (TH-1 through TH-384);

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
36-4008-1 S	Kit - Cabin Door Latch Point Installation	1

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: **COMMERCIAL AIRPLANES**

None.

Beech is offering a one-time price of \$218.00 for Kit No. 36-4007-1 S, if purchased prior to October 1, 1995.

Beech is offering a one-time price of \$277.00 for Kit No. 36-4008-1 S, if purchased prior to October 1, 1995.

MILITARY AIRPLANES

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:

It is recommended that a note to "See Service Bulletin No. 2457" be made in the appropriate Figure/Chapter of the applicable Parts Catalog.

ACCOMPLISHMENT INSTRUCTIONS:

The parts and information required to install a third latch pin overcenter mechanism are contained in Kit No. 36-4007-1 S and Kit No. 36-4008-1 S. Refer to MATERIAL for the appropriate kit for your airplane.

NOTE

To accomplish this Service Bulletin it may be necessary to modify or replace the arm-rest, arm-rest support and door panel. Installation of the kit may cause the bellcrank to strike the arm-rest, preventing the full travel of the bellcrank. This condition can be corrected by shortening/reforming/replacing the existing arm-rest support.

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.