

SERVICE BULLETIN

Beech

TITLE: DOORS - INSPECTION OF THE INTERIOR DOOR HANDLES

SYNOPSIS OF CHANGE

This service bulletin has been revised to reflect changes in the Reason, Compliance Statement and the Accomplishment Instructions. Relevant technical changes are marked with change bars in the outside margins.

1. Planning Information

A. Effectivity

(1) Airplanes

(a) Civil

BEECH Debonair Models 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, all serials;

Bonanza Models E33, F33, G33, E33A, F33A, E33C, and F33C, all serials;

Bonanza Models C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, V35TC, V35ATC, and V35BTC, all serials;

Bonanza Models 36, A36, A36TC, and B36TC, all serials;

Twin Bonanza Models 50, B50, and C50, all serials;

Baron Models 56TC and A56TC, all serials;

Baron Model 58TC, all serials;

Travel Air Models 95, B95, B95A, D95A and E95, all serials.

(b) Military

Models L23A and L23B, all serials;

Model 95B55B, all serials.

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

(2) Spares

None.

Exported under the authority of license exception: TSU. "These commodities, technology or software were exported from the United States in accordance with Export Administration Regulations. Diversion contrary to U.S. law prohibited."

Raytheon Aircraft Company (RAC) issues Service Information for the benefit of owners and fixed base 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. RAC also issues Service Bulletins with no red border which are designated as either recommended or optional in the compliance section within the bulletin. In the case of recommended Service Bulletins, RAC feels the changes, modifications, improvements or inspections will benefit the owner/operator and although highly recommended, Recommended Service Bulletins 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) RAC Authorized Service Centers.
- (b) Owners of record on the FAA Aircraft Registration Branch List and the RAC International Owner Notification/Registration Service List.
- (c) Those having a publications subscription.

Information on Owner Notification Service or subscription can be obtained through any RAC Authorized Service Center. 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 RAC Warranty Policy.

Unless otherwise designated, RAC Mandatory Service Bulletins, Service Bulletins and RAC Kits are approved for installation on RAC airplanes in original or RAC modified configurations only. RAC Mandatory Service Bulletins, Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than RAC approved kits.



Raytheon Aircraft

**Beech
Hawker**

Issued: May, 2000
Revised: January, 2002

Recurring Inspection

SB 52-2693, Rev. 2

1 of 6

SERVICE BULLETIN

B. Reason

This Service Bulletin is being issued to inspect both the interior cabin door handle and the interior utility door handle for proper installation. An investigation into a report that the utility door opened without having to depress the handle lock release button has revealed that if the door handle is not properly oriented during installation, the handle lock mechanism does not restrict inadvertent unlatching of the door.

C. Description

This Service Bulletin provides instructions to inspect the cabin door and utility door (if installed) for proper latching and handle operation. If either door is operating incorrectly, instructions to reorient the door handle and install a new handle (if necessary) are provided.

D. Compliance

(1) Civil Airplanes

Raytheon Aircraft Company considers this to be a mandatory modification and it must be accomplished prior to next flight and any time either the cabin or the utility interior door handle is removed.

The inspection portion may be accomplished by a certified pilot. Additionally, this inspection must be verified at the next annual or 100 hour inspection by an appropriately rated aircraft mechanic. If the inspection discloses that the interior door handle is not operating properly, take the airplane to the nearest appropriate service center for repairs.

Airworthiness Directive 97-14-15 has been issued to cover the original issue of this Service Bulletin. A revision to Airworthiness Directive 97-14-15 has been requested.

(2) Military Airplanes

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

E. Approval

The engineering data contained in this Service Bulletin is FAA approved.

F. Manpower

The following information is for planning purposes only:

Estimated man-hours: 0.5 hours.

Estimated man-hours for removal/orientation: 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.

G. Weight and Balance

None.

SERVICE BULLETIN

H. Electrical Load Data

Not changed.

I. Software Accomplishment Summary

Not applicable.

J. References

None.

K. Publications Affected

It is recommended that a note "See Service Bulletin No. 52-2693 Rev. 2" be made in Chapter 52 of the applicable airplane maintenance manual.

L. Interchangeability of Parts

Not applicable.

M. Warranty Credit

None.

2. Material Information

None

3. Accomplishment Instructions

This Service Bulletin shall be accomplished as follows:

NOTE

Should any difficulty be encountered in accomplishing this Service Bulletin, contact Raytheon Aircraft Company at 1-800-429-5372 or 316-676-3140 for commercial aircraft, and appropriate headquarters for military aircraft.

A. Airplane

WARNING

Observe all Warnings and Cautions contained in the aircraft manuals referred to in this Service Bulletin.

Whenever any part of this system is dismantled, adjusted, repaired or renewed, detailed investigation must be made on completion to make sure

SERVICE BULLETIN

that distortion, tools, rags or any other loose articles or foreign matter that could impede the free movement and safe operation of the system are not present, and that the systems and installations in the work area are clean.

CAUTION

Inspection of both the interior cabin door and the utility door interior handles must be accomplished in order to fully comply with the Service Bulletin. Review the Service Bulletin in its entirety before performing any inspection or maintenance to the cabin and utility door interior handles.

INSPECTION OF THE INTERIOR CABIN DOOR AND THE UTILITY DOOR INTERIOR HANDLES

- (1) Close and latch the cabin door.

CAUTION

Rotation of the interior door handle without depressing the handle lock release button should not result in unlatching of the door.

- (2) Rotate the interior cabin door handle clockwise without depressing the handle lock release button.
 - (a) If the door handle remains latched, no additional work is required for the cabin door handle.
 - (b) If the door becomes unlatched, proceed to step 3.
- (3) Examine the handle lock release button for proper operation.

NOTE

Depressing the handle lock release button should permit the handle to travel beyond the step in the base plate. When the handle lock release button is not depressed, the step should restrict handle travel to the open position.

- (a) If the interior door handle is in good operating condition, perform the REMOVAL/ORIENTATION OF THE INTERIOR DOOR HANDLE procedure provided in this Service Bulletin.
- (b) If the handle lock release button is not operating properly, perform the REMOVAL/ORIENTATION OF THE INTERIOR DOOR HANDLE procedure using a new handle.

INSPECTION OF THE INTERIOR UTILITY DOOR HANDLE

- (1) Close and latch the utility door.

CAUTION

Rotation of the interior door handle without depressing the handle lock release button should not result in unlatching of the door.

- (2) Rotate the interior utility door handle clockwise without depressing the handle lock release button.
 - (a) If the door remains latched, no additional work is required for the utility door handle.
 - (b) If the door becomes unlatched, proceed to step 3.

SERVICE BULLETIN

- (3) Examine the handle lock release button for proper operation.

NOTE

Depressing the handle lock release button should permit the handle to travel beyond the step in the base plate. When the handle lock release button is not depressed, the step should restrict handle travel to the open position.

- (a) If the interior door handle is in good operating condition, perform the REMOVAL/ORIENTATION OF THE INTERIOR DOOR HANDLE PROCEDURE provided in this Service Bulletin.
- (b) If the handle lock release button is not operating properly, perform the REMOVAL/ORIENTATION OF THE INTERIOR DOOR HANDLE procedure using a new handle.

REMOVAL/ORIENTATION OF THE INTERIOR DOOR AND THE UTILITY DOOR INTERIOR HANDLES

NOTE

It may be necessary to place the door handle in the unlatched position to access both screws used to secure the door handle.

- (1) Prior to removal of either interior door handles, with the handles in the open position, place a strip of masking tape next to the short end of the handle to easily indicate the correct orientation of the handle for installation.
- (2) Remove the two screws which secure the interior door handle base plate.
- (3) Slide the interior door handle from the shaft, maintaining the same orientation of the door handle with respect to the shaft.
- (4) Rotate the door handle 90° clockwise, maintaining the base plate in the same position. Figure 1 illustrates the incorrect installation and correct installation of the interior door handles. (Note: Handle configuration of some airplanes may differ from what is shown in Figure 1).
- (5) Slide the interior door handle over the shaft and secure, using the screws removed in step (2). Check the short end handle to ensure it is aligned with the tape.
- (6) Latch the door by rotating the interior door handle counterclockwise.

CAUTION

Rotation of the interior door handle without depressing the handle lock release button should not result in unlatching of the door.

- (7) Rotate the interior door handle clockwise without depressing the handle lock release button. If the door remains latched, proceed to step (8). If the door becomes unlatched, repeat steps 1 through 6.
- (8) With the door latched, depress the handle lock release button while rotating the handle clockwise. Rotating the door handle clockwise while depressing the handle lock release button should unlatch the door.

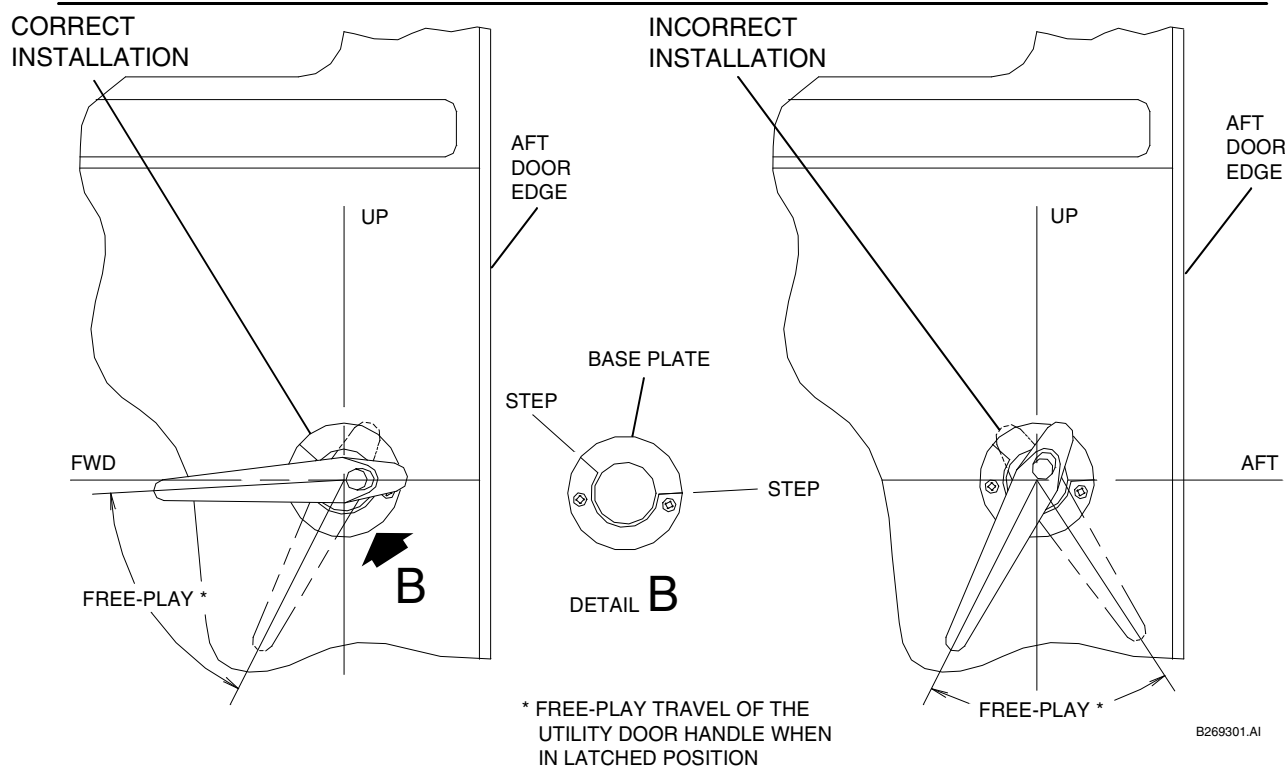
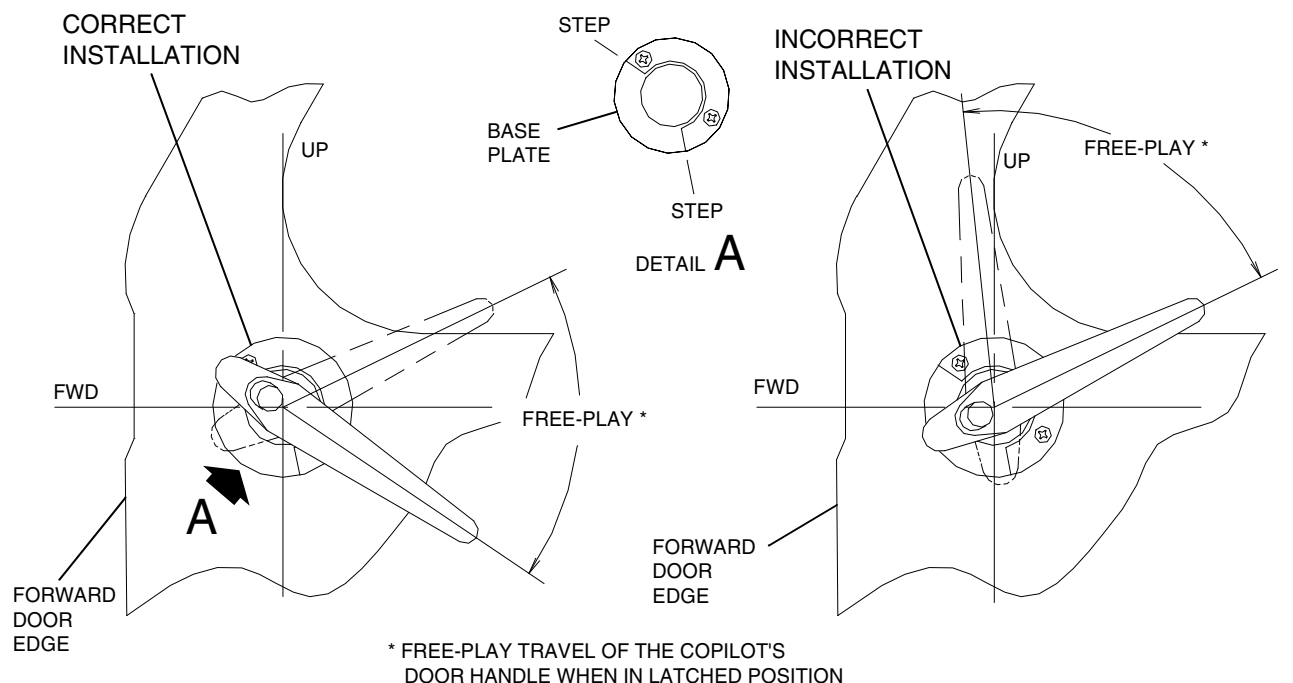
B. Spares

Not applicable.

C. Record of Compliance

Upon completion of this Service Bulletin, the certified pilot should make an entry in the airplane log book reflecting satisfactory accomplishment of the inspection portion of this Service Bulletin. If the results of the inspection are not satisfactory, the mechanic should make an appropriate airframe log book entry reflecting repair.

SERVICE BULLETIN



B269301.AI

Installation of the Interior Door Handles (Crew Door and Utility Door)

Figure 1