

19, 23, 24

No. 2004  
ATA Code 53-30

**SUBJECT:** FUSELAGE - IMPROVED ATTACHMENT OF THE FORWARD CABIN SKIN AT F.S. 68.0

**EFFECTIVITY:** BEECHCRAFT B19 Sport 150, serials MB-846 through MB-905;  
C23 Sundowner 180, serials M-1941 through M-2348;  
C24R Sierra 200, serials MC-500 through MC-768;

**REASON:** To provide improved attachment of the forward cabin skin to F.S. 68.0 frame to resist pulling or cracking at rivet locations.

**COMPLIANCE:** Unless previously accomplished per BEECHCRAFT Service Instructions No. 1030, Beech Aircraft Corporation recommends that this modification be accomplished as soon as practical after receipt of this Service Bulletin, but no later than the next scheduled inspection.

This Service Bulletin supersedes and cancels BEECHCRAFT Service Instructions No. 1030 to extend the effectivity.

**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: 2 men.

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

**MATERIAL:** The appropriate length P/N MS20470AD5 and P/N MS20470AD4 rivets and P/N RTV732 adhesive required for this modification may be ordered through BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers.

**WARRANTY:** Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed on all claims received prior to October 1, 1984.

All warranty reimbursements are handled through franchised BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers. 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 BEECHCRAFT Parts and Equipment Marketing Wholesalers or International Distributors.

**SPECIAL TOOLS:** None.

NO RECP O

Issued: January, 1984

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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.

(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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General Aviation  
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**Beechcraft**  
A Raytheon Company

**Service Bulletin No. 2004**

**WEIGHT AND BALANCE:**

None.

**REFERENCES:**

AC 43.13-1A, FAA Aircraft Inspection and Repair Manual.

**PUBLICATIONS AFFECTED:**

None.

**ACCOMPLISHMENT**

**INSTRUCTIONS:**

This Service Bulletin may be accomplished as follows:

1. Turn off and/or disconnect all electrical power.
2. Remove the glare shield to gain access to the F.S. 68.0 bulkhead.
3. On the exterior of the airplane, just forward of the windshield, drill out the five (5) existing P/N MS20426AD4 flush head rivets which attach the forward cabin skin to F.S. 68.0 bulkhead at the centerline of the airplane.
4. Drill out the five (5) rivet holes to .159 inch diameter (No. 21 drill bit) and install P/N MS20470AD5 universal head rivets of the appropriate length. If cracking or pulling is evident around the rivet holes, a doubler, .025 inch thick and 5/8 inch wide should be installed on the forward cabin skin along the affected area. The length of the

doubler will be determined by the length of the affected area. Existing holes may be located in the doubler by the use of a hole finder.

5. Centered between each of the five (5) universal head rivets which were installed in Step 4, drill .1285 inch diameter holes (No. 30 drill bit) and install four (4) P/N MS20470AD4 universal head rivets of the appropriate length.

6. Fill any gaps between the skin and F.S. 68.0 frame with RTV732 or equivalent.

7. Reinstall the glare shield and touch up paint on and around the rivet heads as required.

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**RECORD**

**COMPLIANCE:**

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