

19, 23, 24, 76, 77

No. 2357  
ATA Code 52-10

**SUBJECT:** DOORS - CABIN DOOR LATCHING WARNING PLACARD

**REASON:** This Service Bulletin is being issued to provide a cabin door latching warning placard. There have been reports of the cabin doors opening because the pilot did not make sure the door was properly latched prior to takeoff.

**EFFECTIVITY:** BEECHCRAFT A23-19, 19A, M19A and B19, serials MB-1 through MB-905;  
23, A23, A23A, B23 and C23, serials M-1 through M-2392;  
A23-24 and A24, serials MA-1 through MA-368;  
A24R, B24R and C24R serials MC-2 through MC-795;  
Duchess 76, serials ME-1 through ME-437;  
Skipper 77, serials WA-1 through WA-312.

**COMPLIANCE:** Beech Aircraft Corporation considers this to be a mandatory modification and should be accomplished as soon as possible after receipt of this Service Bulletin, but no later than the next 50 service hours.

For additional information, see BEECHCRAFT Safety Communique 19,23,24,76,77- 77A, reissued August, 1990.

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: 0.3 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 P/N 36-530166-3 placard(s) required for this modification are attached to this Service Bulletin.

**WARRANTY CREDIT:** None.

**SPECIAL TOOLS:** None

No BECP M

Issued: September, 1990

1 of 2

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.

98-39071D

**Service Bulletin No. 2357**

**WEIGHT AND BALANCE:** No change.

**REFERENCES:** None.

**PUBLICATIONS**

**AFFECTED:** It is recommended that a note "See Service Bulletin No. 2357" be made in the following:  
BEEHCRAFT Musketeer, Sport 150, Sundowner 180 and Sierra 200 Parts Catalog, P/N 169-590012J or subsequent, Figure 104;  
BEEHCRAFT Sport 150, Sundowner 180 and Sierra 200 Parts Catalog, P/N 169-590026E or subsequent, Figure 104;  
BEEHCRAFT Duchess 76 Parts Catalog, P/N 105-590000-9C, Chapter 52-10;  
BEEHCRAFT Skipper 77 Parts Catalog, P/N 108-590000-9B or subsequent, Chapter 52-10.

**ACCOMPLISHMENT**

**INSTRUCTIONS:** Affix the enclosed P/N 36-530166-3 placard(s) to the lower forward quadrant, inside of each forward cabin door window in full view of the pilot.

**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.

Beech Aircraft Corporation  
PO Box 85  
Wichita, KS 67201-0085  
USA

316 676 7111  
Telex 203603 Beech UR

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**Beechcraft**  
A Raytheon Company

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August 21, 1990  
52-90-0398

Attention All Owners Of The Following Models: 23, A23, A23A, A23-19,  
A-23-24, A24, 19A, 19A, M19A, B19, B23, C23, A24R, B24R, C24R, 76 & 77

Beech Aircraft Corporation is reissuing the attached Safety Communique as a reminder of what action should be taken if a cabin door is improperly latched or becomes unlatched prior to or during flight. We further suggest the communique be reviewed periodically to ensure proper procedures are followed when closing the cabin door.

Very truly yours,

BEECH AIRCRAFT CORPORATION

*Frank R. Evanega*

Frank R. Evanega  
Administrator  
Aircraft Support  
Customer Support

FRE:dh

Attachment

# Beechcraft Safety Communique

August, 1990

TO ALL BEECHCRAFT WHOLESALERS, AVIATION CENTERS, AERO CENTERS, ALL INTERNATIONAL DISTRIBUTORS & DEALERS, AND OWNERS OF RECORD FOR ALL BEECHCRAFT AIRPLANE MODELS 19, 23, 24, 76 and 77

MODELS: 23, A23, A23A, A23-19, A23-24, A24, 19A, M19A, B19, B23, C23, A24R, B24R, C24R, 76, 77

**SUBJECT: Cabin Door Operation/Opening**

There have been reports of recent accidents which followed a cabin door opening because the pilot did not make sure the door was properly latched prior to takeoff. In each accident the pilot failed to continue to fly the airplane and either lost control or allowed the airplane to stall at low altitude.

**THESE ACCIDENTS NEED NOT HAPPEN!!**

Properly latching and checking the doors is the pilot's responsibility. All pilots must do the following with regard to cabin doors:

1. Follow the Before Takeoff Check List. Make certain that the doors are properly latched before takeoff. Close the door by pulling it firmly using the armrest. Then check the door by pressing firmly outward on the aft edge of the top and bottom of the door. Make certain the door is firmly latched at both latches. If any movement is noted, open the door and close it again in accordance with the above procedure.
2. If a door is not properly latched it may come open during takeoff or in flight. Do not attempt to immediately close the door. Additional noise is to be expected when the door is open. Loose items may be drawn out of the cabin. The door will trail open approximately three inches which will increase drag. Do not permit yourself to be distracted by the open door. **ALWAYS MAINTAIN CONTROL OF THE AIRPLANE.**
3. Tests conducted with an open door in flight confirm that the airplane flight characteristics are not changed. However:
  - Climb performance is decreased substantially due to the increased drag of the open door.
  - On the airplanes tested, the greatest reduction in climb performance was about a 130 fpm reduction from the handbook value.
  - Remember that climb performance decreases with density altitude. Consequently, at higher density altitudes the resulting percentage reduction in climb performance with the additional drag of an open door is more significant.
  - Service ceiling is reduced.

19,23,24,76,77,-77A

Page 1 of 2

- Airspeed and altimeter indications may be affected at slow airspeeds approaching stall speed.
  - The altered pressure field sensed by the static system due to the open door will cause the airspeed indicator to read higher than actual airspeed near stall. However, airspeed indication is accurate (within 1 knot) at normal approach speeds and above.
  - Maximum altitude lost in a stall may increase.
4. If a door comes open, abort the takeoff if runway distance and other conditions permit. If the takeoff cannot be safely aborted or the door comes open in flight, **FLY THE AIRPLANE FIRST**. Continue to climb out, straight ahead if practicable, to at least pattern altitude and accelerate to and maintain normal pattern airspeed.
  5. Once the airplane is stabilized in level flight with sufficient altitude and clear of traffic, the pilot can attempt to close the door as follows:
    - a. Maintain control of the airplane.
    - b. Open the pilot's storm window vent. This permits air pressure in the cabin to equalize when the door is closed.
    - c. Close the door by pulling it firmly using the armrest.
  6. If the door cannot be closed, return to the field and land as conditions permit. **MAINTAIN AT LEAST THE APPROACH AND LANDING SPEEDS RECOMMENDED IN THE PILOT'S OPERATING HANDBOOK** to provide an adequate margin above stall speed. Make shallow turns not exceeding 30° of bank. Remember that additional power will be required to compensate for the increased drag. After landing and coming to a complete stop, close the door. Check the door as noted in Step 1 above.

#### NOTE

If the door opens in flight and you believe the door was properly latched, have the latches checked by your nearest Beechcraft facility.