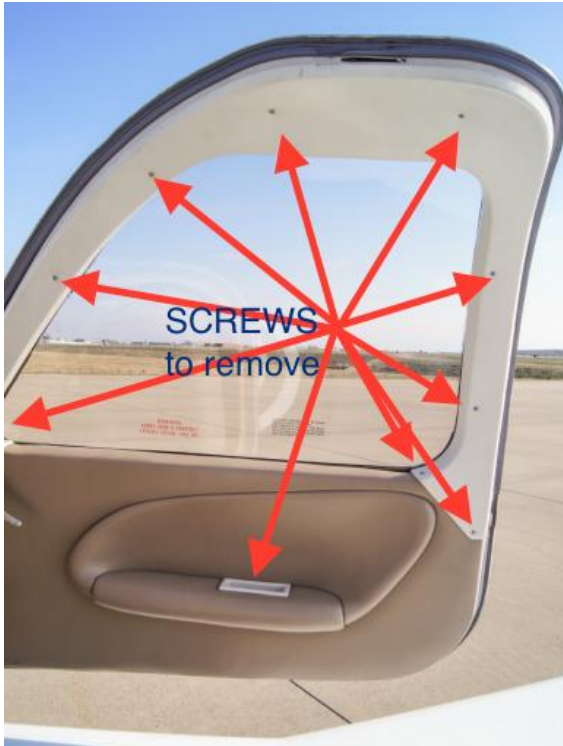
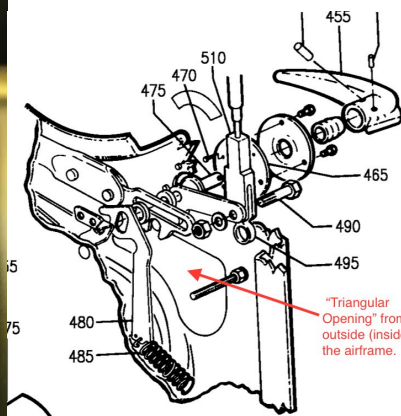


Cabin Door Latch Adjustments...An exercise in futility!
Parvez Dara, ATP, MCFII, AGI -G36

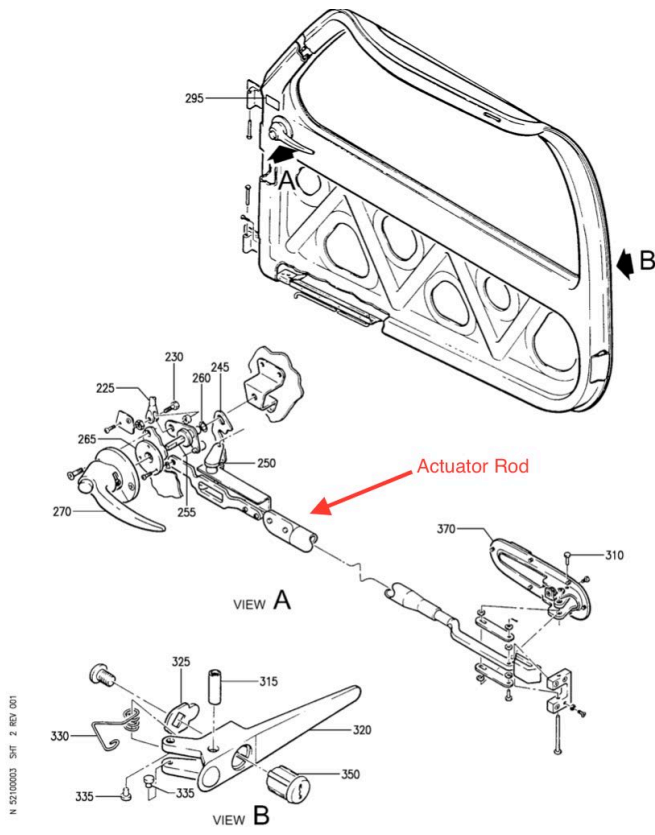
An eventful weekend before Christmas. I decided to utilize Kevin O's recommendations for laying up the outside door latch flush with the door. After removing the upholstery on the G36 (which is at best tedious for a novice attempting to be a mechanic – that is why Kevin O' admonishes to stop, I however continued to proceed. That STOP NOW part I did not heed. The Door Upholstery and the multitude of screws to remove.



This is a view from the triangular opening...



With an hour of time under my belt, voila and all screws safely stowed, the naked skeleton of the doorframe stood open for possibilities. After following the procedure to the tee, and the "keeper" stowed, the actuator rod finally came off the bolt knob (1 hour later). What a relief. I was making headway.



The next step was to rotate the actuator rod counterclockwise. That wasn't happening. I tried finger and thumb. Nothing. Pliers, not a chance. All sorts of contortionist maneuvers were met with resistance. Totally dejected, I happen to get Mike Caban of CSOBeech's email off the website and asked him how to get in touch with Kevin O. As luck would have it, he provided his phone number to me. I called and Kevin answered on a day before Christmas Eve.

Kevin O' then informed me that Hawker Beech had used a thick silicone on the outside door latch in the late A36 and G36 that was the problem and not to make any adjustments. I had none to offer anyway.

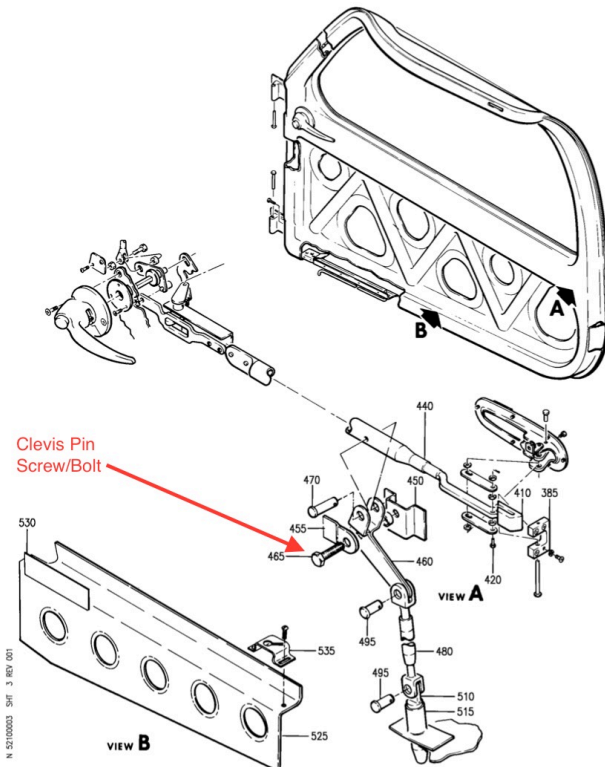
I decided to put the door back together again.



Lo and behold the actuator rod would not place itself onto the bolt knob. I could see it through the “triangle” but all unforced and forced effort failed. There was a ¼ cm distance between seating and non-seating and I could not seem to overcome that, however hard I tried. Ugh!

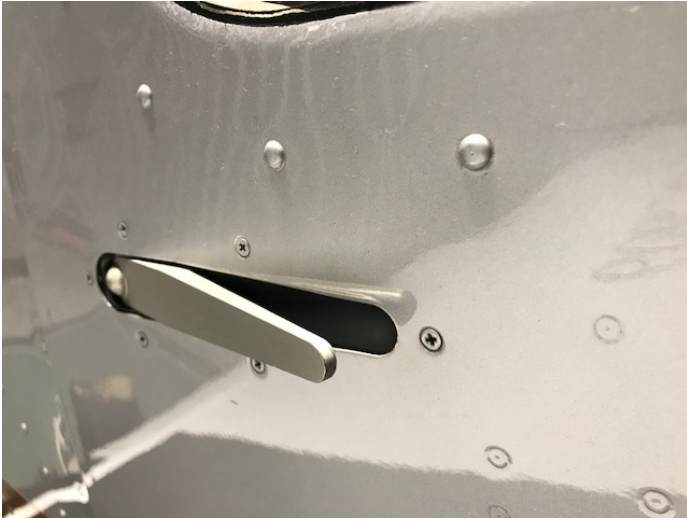


What followed was a photo text to Kevin O'. He responded almost immediately via phone on Christmas Eve, and offered advice. I mentioned the Clevis Pin holding down the actuator rod and preventing it from getting seated. “Should I undo the screw bolt on the pin without harming the mechanism?” “Yes” he said. Should not be a problem.”



And that is what it took. Undo the Clevis Pin screw bolt on the aft end where it drops the bottom bolt mechanism into the aircraft frame and the actuator rod wittingly moved the ¼ cm distance to seat onto its bolt/knob mate with a minimum of help. And the “Keeper” stood guard on the outside of actuator rod. All was finally well with the world. After the slow methodical replacement of the upholstery, and

slow methodical it was; First the main part gets seated on the window frame and gets screwed on, then the little “pulling handle” gets screwed in then the vinyl frame around the window gets put in and finally the inside latch. Several Open and Close movements later it appeared the door was back to its normal natural state.



And so was the outside latch sticking out for clear air like the pitot tube. If Beech could only put a couple of holes in the tip, maybe a redundant...never mind.