Beechcraft 23 Musketeer Model Guide

The Beechcraft 23 Musketeer is a four-seat, single-engine piston aircraft built from 1963 to 1971. The supplied inputs contain no performance, weight or V-speed data. This guide covers what the documents do show: the airworthiness directives, service bulletins and logbook items to check before buying.

KEY TAKEAWAYS

- Four-seat piston single, built 1963 to 1971. The source material gives no range, speed or weight figures.
- One sample logbook shows a Lycoming O-320-E2C engine and a Sensenich fixed-pitch propeller. Confirm what your example has.
- Verify recurring AD compliance: wing attach bolts, fuel selector valve, mag switch, stabilator hinges, aileron rod ends.
- Inspect the propeller mid-blade area for corrosion pits under old decals (Sensenich bulletin R-12A, 1967).

WHAT TO LOOK FOR IN THE LOGBOOKS

A sample Musketeer logbook shows annual and 100-hour inspections, ELT battery changes, and altimeter, static and transponder tests. It records ADs 73-20-07R2 (wing attach bolts), 75-01-04 (fuel selector valve), 76-07-12 R1 (mag switch), 87-02-08 (stabilator hinges) and 89-24-09 (aileron rod ends). It also records service bulletin SB 27-3459 (gust lock).

PROPELLER CORROSION BULLETIN

Sensenich bulletin R-12A (February 6, 1967) covers fixed-pitch metal propellers with water-soluble mid-blade decals, including models M74DC and M74DM with Beech decals. Remove the decals with paint remover, not by scraping or sanding. Inspect the area with a glass of at least 3 power. Replace the propeller before further flight if there is a crack or pits deeper than .015 inch.

MAINTENANCE HISTORY EXAMPLE

The sample logbook records the wing attach bolt AD as a visual check at each annual or 100 hours, with a non-destructive test due at 3067.2 tach hours. The fuel selector valve was replaced with an overhauled valve, which ended the repetitive inspection under that AD. Ask for the same detail on any aircraft you consider.

SPECIFICATIONS

Seats	4
Production Start Year	1963
Production End Year	1971

SAFETY NOTES

- Wing attach bolts and brackets are under AD 73-20-07R2. Confirm both the visual inspections and the NDT due point.
- Replace a propeller with a crack or mid-blade corrosion pits deeper than .015 inch before further flight (Sensenich R-12A).
- Water-soluble mid-blade propeller decals must not be reinstalled.

AI-aggregated guide for the Beechcraft 23 Musketeer · sources: Beechcraft 23 Musketeer Checklist (#15064) · SERVICE BULLETIN #R-12A (#15093) · generated 2026-10-17 · Reference only, not for flight. Check the original documents before relying on this guide.