Beechcraft

BY TEXTRON AVIATION

Multi-Engine Turboprop Communiqué

Communiqué ME-TP-0029
January 2022

ATA 11- Landing Gear Service Placards
Effectivity: All

The landing gear are serviced during installation and any time that there is an in-service leak or anomaly causing a collapsed strut. The service instructions are found within Chapter 12 of the appropriate Maintenance Manual. All landing gear have an identification placard on the back of the gear brace. For example, the B300/B300C MLG placard is part number 101-810085-1, or later and the NLG is P/N 101-820027-1, or later. These placards have nomenclature on them that shows they are inflated to XXX to XXX inches of piston showing.

There are many variables that can affect the height of the struts during operation, including ramp out of level, weight of fuel, weight of occupants, luggage and CG.

These placards are not intended for preflight inspection limits, they are to be used only by the maintainer servicing the gear.

NLG placard example

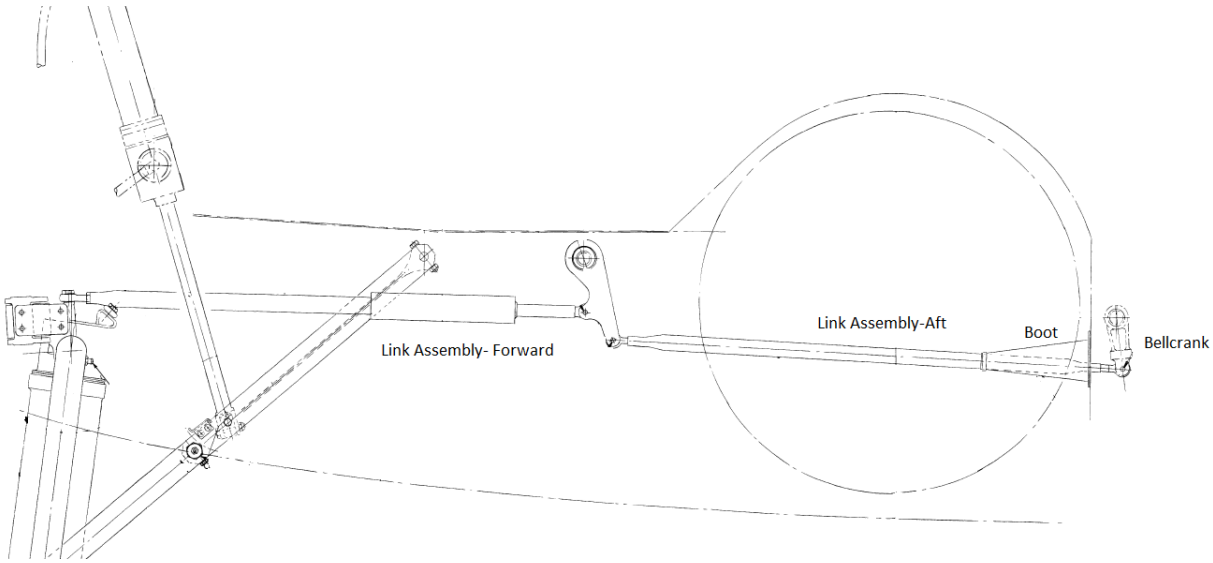
MLG placard example

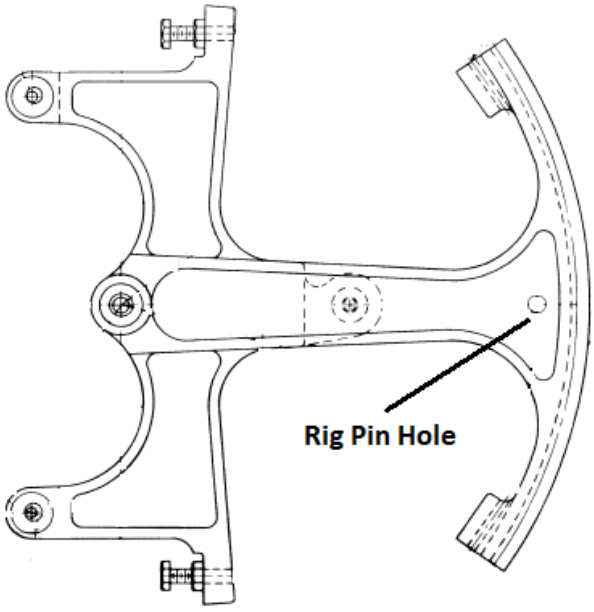
ATA 27- Towing the airplane with the rudder lock installed inspection
Effectivity: All

Towing the airplane with the rudder/gust lock installed can cause damage to some components in the steering mechanism.

In the nose landing gear wheel well area, you will find the forward and aft link assemblies (see below). The forward link assembly barrel can deform under pressure and the clips holding the inner spring can depart the assembly, so we need to check this assembly for integrity. The aft link assembly can also bend. Behind the boot, where the aft link assembly goes through and inside the airplane under the floorboard, there is a bellcrank that can crack.

Another area to inspect is the bellcrank under the pilot's floorboard, where the gust lock pin is installed. We need to check the gust lock pin hole to make sure it is not elongated and that no other damage to the bellcrank is present (see below).

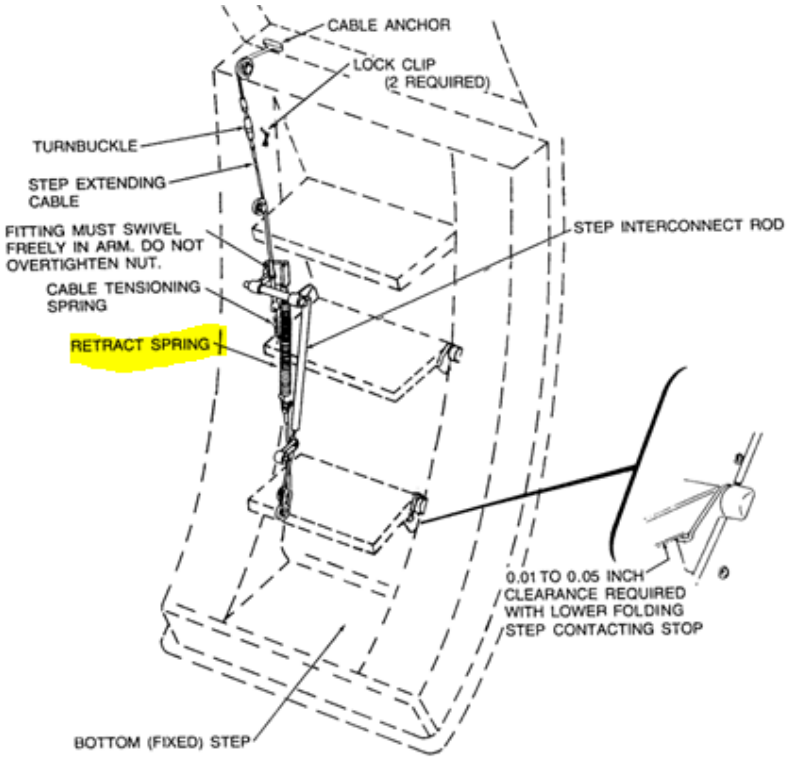




Rudder Belcrank

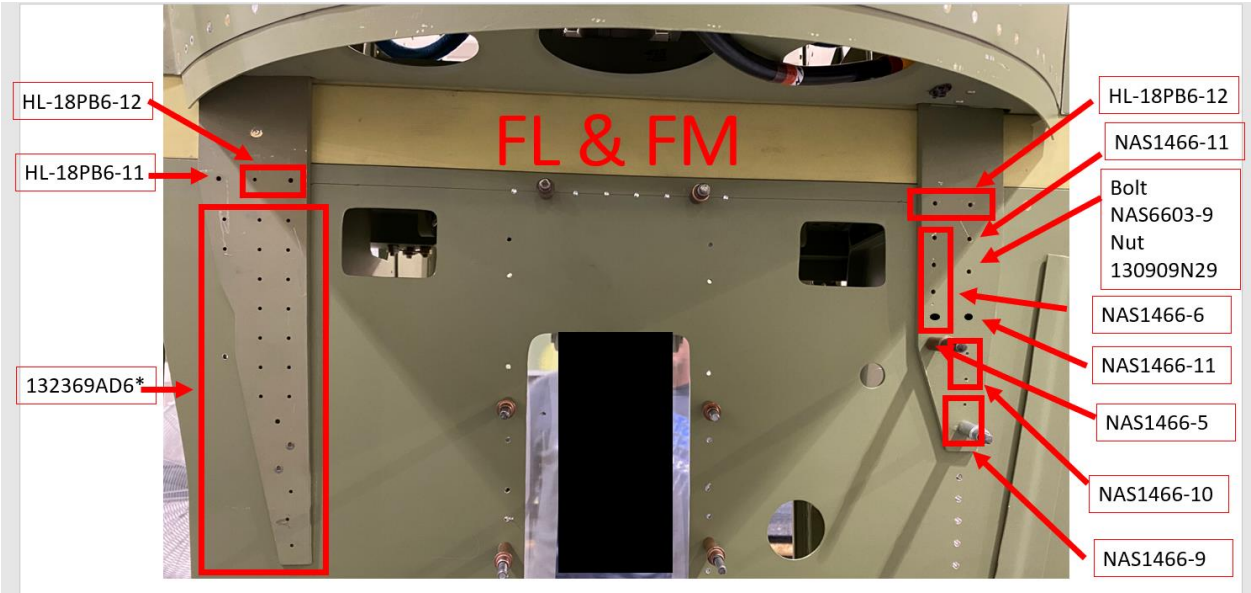
ATA 52- Cabin Doorstep Retract Spring Installation
Effectivity: All

The cabin doorstep retract mechanism uses a very strong spring in the system, which is very difficult to install. A question has been asked what is used in the assembly line to install this spring. The picture below shows two tools that are used in the assembly line. These tools are shop aids and do not have a part number, nor are they available to purchase. The picture can be used as a guide for you to come up with your own. The first tool shown is commercially available, intended for trampoline spring installations.



ATA 54- Splice Plate Removal and Installation-Hardware
Effectivity: 200/300 Series

The nacelle splice plates are installed on the airplane using various fasteners that should be noted by the mechanic when they are removed, so that replacement part numbers match the type design of the airplane as shown below. For the King Air models not listed in the effectivity above, refer to the King Air Structural and Inspection Repair Manual. The use of other fasteners not called out will have to be approved by Textron Aviation Engineering via the Structures Team prior to use.



* length to be determined during installation