

SERVICE BULLETIN

Beech

TITLE: LANDING GEAR - INSTALLATION OF UPLOCK STOP BRACKET BOLTS

1. Planning Information

A. Effectivity

(1) Airplanes

(a) Civil

Beech Baron Model 95-B55 and 95-B55A, serials TC-1721 through TC-2456;
E55 and E55A, serials TE-990 through TE-1201;
58 and 58A, serials TH-493 through TH-1395;
58P and 58PA, serials TJ-3 through TJ-497;
58TC and 58TCA, serials TK-1 through TK-151;
Duke A60 and B60, serials P-163 through P-166, P177, P181 and P-183 through P-596.

The following airplanes which have accomplished Beech Service Instructions No. 0724-211 or subsequent and installed Kit No. 55-8007-1 S (kit serials 101 through 208) or Kit No. 55-8007-3 S (kit serials 101 through 108):

Beech Baron 95-55, 95-A55, 95-B55 and 95-B55A, serials TC-1 through TC-349, TC-351 through TC-1392, TC-1397 through TC-1401 and TC-1403 through TC-1720;
95-C55, 95-C55A, D55, D55A, E55 and E55A, serials TC-350, TE-1 through TE-49 and TE-51 through TE-989;
58 and 58A, serials TH-1 through TH-492;
Travel Air 95, B95, B95A, D95A and E95, serials TD-2 through TD-721.

The following airplanes which have accomplished Beech Service Instructions No. 0470-211 or subsequent and installed Kit No. 60-8006-1 S (kit serials 101 through 272):

Beech Duke 60 and A60, serials P-3 through P-162, P-167 through P-176, P-178 through P-180 and P-182.

Raytheon Aircraft Company (RAC) issues Service Information for the benefit of owners and fixed base operators in the form of two classes of Service Bulletins. The first class, Mandatory Service Bulletins (red border) includes changes, inspections and modifications that could affect safety or crashworthiness. RAC also issues Service Bulletins with no red border which are designated as either recommended or optional in the compliance section within the bulletin. In the case of recommended Service Bulletins, RAC feels the changes, modifications, improvements or inspections will benefit the owner/operator and although highly recommended, Recommended Service Bulletins are not considered mandatory at the time of issuance. In the case of Optional Service Bulletins, compliance with the changes, modifications, improvements or inspections is at the owner/operator's discretion. Both classes are mailed to:

(a) RAC Authorized Service Centers.

(b) Owners of record on the FAA Aircraft Registration Branch List and the RAC International Owner Notification/Registration Service List.

(c) Those having a publications subscription.

Information on Owner Notification Service or subscription can be obtained through any RAC Authorized Service Center. As Mandatory Service Bulletins and 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 RAC Warranty Policy.

Unless otherwise designated, RAC Mandatory Service Bulletins, Service Bulletins and RAC Kits are approved for installation on RAC airplanes in original or RAC modified configurations only. RAC Mandatory Service Bulletins, Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than RAC approved kits.



Raytheon Aircraft

**Beech
Hawker**



SERVICE BULLETIN

(b) Military

The following airplanes which have accomplished Beech Service Instructions No. 0724-211 or subsequent and installed Kit No. 55-8007-1 S (kit serials 101 through 208) or Kit No. 55-8007-3 S (kit serials 101 through 108):

Model 95-B55B (T-42A), serials, TF-1 through TF-70.

If you are no longer in possession of this airplane, please forward this information to the present owner.

(2) Spares

None.

B. Reason

This Service Bulletin is being issued to clarify proper uplock stop bracket bolt type and installation when a new design lower lift leg (with a larger uplock stop contact area) is installed on any of the affected aircraft which have either been manufactured with, or modified to include, uplock stop brackets. If the main landing gear lower lift leg comes in contact with the uplock stop bracket bolts while cycling the landing gear, the retract rod can be damaged preventing full extension of the landing gear. It is also possible that the lower lift leg may hang on the uplock stop bracket bolts, if they are incorrectly installed, which could prevent the main gear from extending.

C. Description

Procedures are presented to inspect the uplock stop bracket bolts to determine proper type and installation. If bolts are not the correct type they must be replaced. If installation is found to be incorrect it will be necessary to remove the bolts and accompanying hardware, inspect all for damage and reinstall in the proper configuration.

D. Compliance

(1) Civil Airplanes

Raytheon Aircraft Company considers this to be a mandatory modification and it must be accomplished as soon as possible after receipt of this Service Bulletin, but no later than the next 25 flight hours.

An Airworthiness Directive has been requested on the matter covered by this Service Bulletin.

(2) Military Airplanes

For compliance information on military airplanes affected by this Service Bulletin, contact the appropriate headquarters.

E. Approval

The engineering data contained in this Service Bulletin is FAA approved.

SERVICE BULLETIN

F. Manpower

The following information is for planning purposes only:

Estimated man-hours: .5 hour per aircraft.

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.

G. Weight and Balance

None.

H. Electrical Load Data

Not changed.

I. Software Accomplishment Summary

Not applicable.

J. References

BEECHCRAFT Baron Model 55, A55, B55, C55, D55, E55 and 58 Shop Manual P/N 55-590000-13E15 or subsequent, Sections 2 and 5;

95-B55B (T42A) Maintenance Manual, P/N 96-590022B or subsequent, Chapters 1 and 4;

58P and 58TC Maintenance Manual, P/N 102-590000-5A23 or subsequent, Chapters 7-00 and 32-30;

Duke 60, A60 and B60 Maintenance Manual, P/N 60-590001-25A18 or subsequent, Chapters 7-00 and 32-30;

Travel Air 95, B95, B95A, D95A and E95 Shop Manual, P/N 95-590001-1C or subsequent, Sections 2 and 3.

K. Publications Affected

It is recommended that a note "See Service Bulletin No. 32-3087" be made in the following:

Beech Baron Model 55, A55, B55, C55, D55, E55 and 58 Shop Manual copies P/N 55-590000-13E15 or subsequent, Section 5;

95-B55B (T42A) Maintenance Manual, P/N 96-590022B or subsequent, Chapter 4;

58P and 58TC Maintenance Manual copies, P/N 102-590000-5A23 or subsequent, Chapter 32-30;

Duke 60, A60 and B60 Maintenance Manual copies, P/N 60-590001-25A18 or subsequent, Chapter 32-30;

Travel Air 95, B95, B95A, D95A and E95 Shop Manual, P/N 95-590001-1C or subsequent, Section 3.

L. Interchangeability of Parts

Not Applicable.

SERVICE BULLETIN

M. Warranty Credit

None.

2. Material Information

A. Materials - Price and Availability

Contact a Raytheon Aircraft Authorized Service Center for information.

B. Industry Support

Not applicable.

C. Airplanes

- (1) The following parts required for this modification may be ordered through a Raytheon Aircraft Authorized Service Center.

Part Number	Description	Quantity Per Airplane
AN23-16A	Bolt	4
AN960-10	Flat Washer (under bolt head)	4
AN960-10L	Flat Washer (under nut)	4
22 NKTM-02	Nut	4

Raytheon Aircraft Company expressly reserves the right to supersede, cancel and/or declare obsolete, without prior notice, any parts or publications that may be referenced in this Service Bulletin.

- (2) The following materials may be obtained locally:

Part Number	Description	Quantity Per Airplane
MIL-P-23377	Polyamide Epoxy Primer	As needed
QQ-P-416 TY I CL 2	Cadmium Plating	As needed
QQ-P-416 TY II CL 3	Cadmium Plating Supplementary Chromate Finish	As needed

D. Reidentified Parts

None.

SERVICE BULLETIN

E. Tooling - Price and Availability

Not applicable.

3. Accomplishment Instructions

This Service Bulletin shall be accomplished as follows:

NOTE

Should any difficulty be encountered in accomplishing this Service Bulletin, contact Raytheon Aircraft Company at 1-800-625-7043 or 316-676-4556 (for commercial aircraft, and appropriate headquarters for military aircraft).

A. Airplane

WARNING

Observe all Warnings and Cautions contained in the aircraft manuals referred to in this Service Bulletin.

Whenever any part of this system is dismantled, adjusted, repaired or renewed, detailed investigation must be made on completion to make sure that distortion, tools, rags or any other loose articles or foreign matter that could impede the free movement and safe operation of the system are not present, and that the systems and installations in the work area are clean.

- (1) Remove all power from the airplane and disconnect the battery.
- (2) Refer to Chapter 7 of the appropriate Maintenance Manual and place the airplane on jacks.
- (3) Refer to Figure 1 and accomplish the following:
 - (a) Observe the bolts that secure the uplock stop bracket to the uplock assembly. They should be type AN23-16A (pan heads with screwdriver slots as opposed to hex heads) and should be installed with the threaded ends facing aft (the nuts should be on the aft side of the uplock assembly).

NOTE

Remove and reinstall one bolt at a time to avoid disturbing the rigging of the gear.

- (b) If the uplock stop bracket bolts ARE NOT the correct type, they must be replaced.
 - (c) If the uplock stop bracket bolts ARE the correct type but installed facing the wrong direction, they and the accompanying hardware must be removed, thoroughly inspected for damage, and re-installed as necessary.
 - (d) Repair damaged finish if required as directed in Chapter 20-00 of the applicable Maintenance Manual using materials listed in Parts Schedule II.
- (4) Reconnect the airplane battery, remove warning notices and restore power.

SERVICE BULLETIN

- (5) After all work is complete check the landing gear for proper rig per applicable Aircraft Maintenance Manual, Chapter 32-30.

WARNING

Closely observe all Cautions and Warnings listed in Chapter 32 of the applicable Aircraft Maintenance Manual to prevent damage to the aircraft and ensure proper rigging.

- (6) Remove the airplane from the jacks, in accordance with Chapter 7 of the appropriate Maintenance Manual.
- (7) Ensure all work areas are clean and clear of tools and miscellaneous items of equipment.
- (8) Return airplane to service.

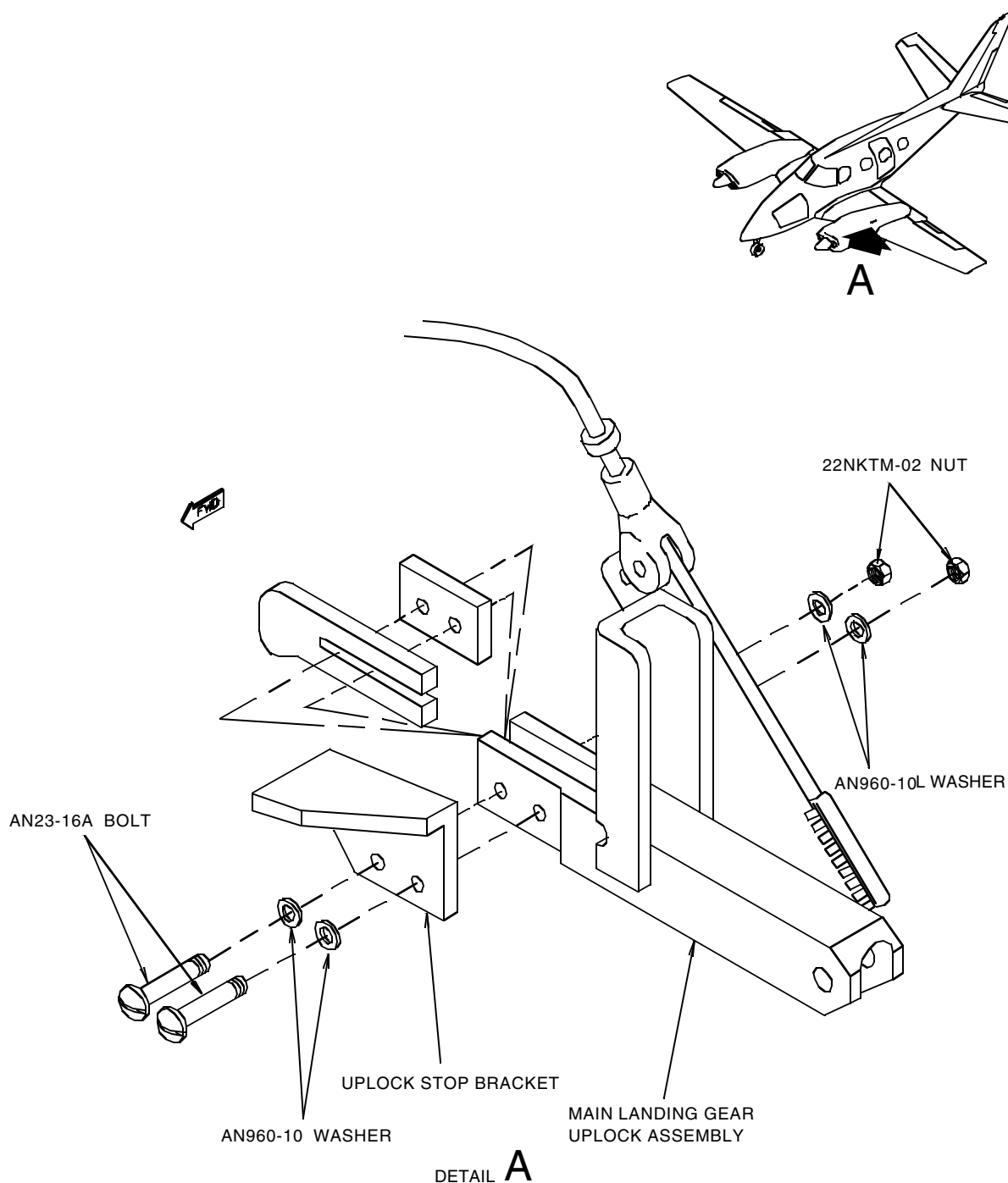
B. Spares

Not applicable.

C. Record of Compliance

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

SERVICE BULLETIN



B308701.A1

Main Landing Gear Uplock Stop Bracket Installation
Figure 1