



Beech 65, 70, 90 and 200 Main Landing Gear

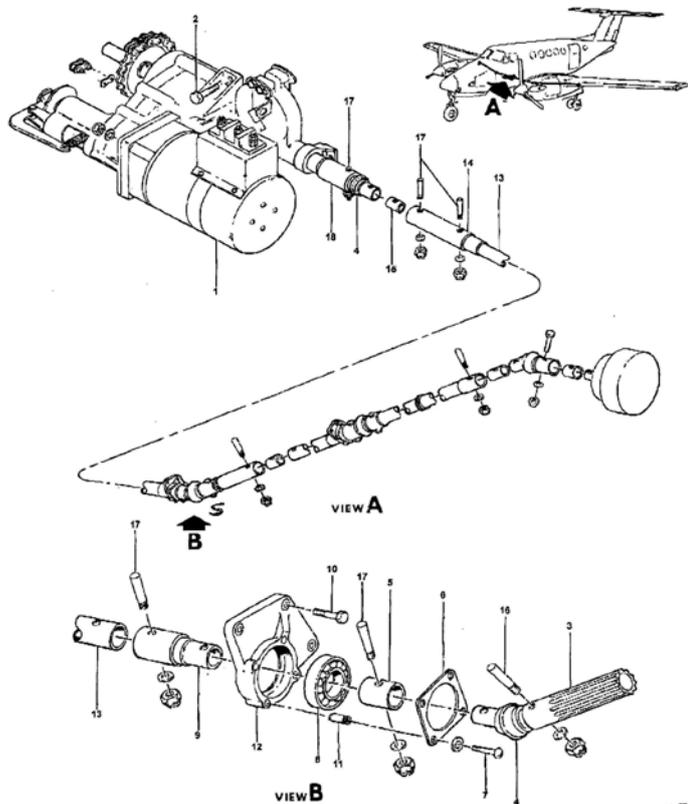
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1. Applicability

All Hawker (Raytheon) Beech 65/70 Queen Air, Beech 90 King Air and Beech 200 Super King Air aircraft incorporating an electric main undercarriage retraction system.

2. Purpose

To recommend the introduction of a lubrication schedule change to include the inspection, lubrication and mandatory replacement of the four support bearings Part Number KP16BS or KP16B, universal joints and spline shafts on both sides of the main landing gear retraction system.



The assembly shown is the Left Hand Side; the same assembly is repeated on the Right Hand Side. The failed bearing is indicated by No 8



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3. Background

- A recent Service Difficulty Report after an accident has reported that the support bearings for the main landing gear retraction system had seized.
- This caused a complete failure of the system preventing the main undercarriage being extended during a landing.
- These universal joints and bearings are not included in the lubrication schedule for the aircraft.
- These universal joints and bearings are currently not included in the manufacturer's maintenance requirements.
- There is currently no inspection schedule for these universal joints and bearings recommended by the aircraft manufacturer.

4. Recommendation

- It is recommended that operators of Hawker (Raytheon) Beech 65, 70 Queen Air, 90 King Air and 200 Super King Air aircraft incorporating an electric Main undercarriage retraction system consider:
 - Inspecting the two Main Landing Gear Retraction System support bearings part Number KP16BS or KP16B, and the universal joint part number 101-810001-3 at the next scheduled inspection to determine their condition.
 - Amending the System of Maintenance to include regular inspection of these bearings, torque tube splines and universal joints to coincide with the Raytheon 200 or 800 hrs inspections or coincident with the maintenance release inspection (or equivalent).
 - Amending the System of Maintenance to include a lubrication schedule for these bearings, torque tube splines and universal joints using a lubricant specified by the bearing manufacturer at intervals not exceeding 1200 hrs TIS.
 - Replacing all bearings and universal joints at either 6 year or 8000 cycle intervals whichever ever comes first to coincide with the undercarriage overhaul schedule regardless of condition.



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- Replacing all bearings, torque tube splines and universal joints, that show any sign of corrosion, damage or binding.

5. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address: AirworthinessBulletin@casa.gov.au

Or in writing, to:

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