

## SERVICE BULLETIN

**TITLE: FUEL - INSPECTION FOR CLEARANCE AND ROUTING OF FUEL SELECTOR CABLE**

### 1. Planning Information

#### A. Effectivity

(1) Airplanes

Model 95-C55 Baron, Serials TC-350, TE-1 through TE-49 and TE-51 through TE-451;

Model D55/D55A Baron, Serials TE-452 through TE-767;

Model E55/E55A Baron, Serials TE-768 through TE-1201;

Model 56TC Baron, Serials TG-2 through TG-83;

Model A56TC Baron, Serials TG-84 through TG-94;

Model 58/58A Baron, Serials TH-1 through TH-2124;

Model G58 Baron, Serials TH-2125 through TH-2340;

Model 58P Baron, Serials TJ-3 through TJ-497;

Model 58TC Baron, Serials TK-1 through TK-151.

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

(2) Spares

None.

#### B. Reason

This Service Bulletin is being issued to verify that fuel selector cables are properly secured and clear of adjacent components within the wheel well compartments of both main landing gears. An unsecured fuel selector cable could lead to chafing against structure, fuel delivery lines, or other systems.

#### C. Description

This Service Bulletin provides instructions to inspect for the security and clearance of the aforementioned fuel selector cables. If security and clearance do not exist, the cables and adjacent components shall be inspected for signs of chafing. If necessary, security and clearance shall be obtained on these cables in accordance with guidelines provided in Baron 55 and 58 Maintenance Manual, Chapter 20-10-00-201. In addition, Maintenance Manual guidelines shall be used to repair or replace components that show signs of chafing.

The export of these commodities, technology or software are subject to the U.S. Export Administration Regulations. Diversion contrary to U.S. law is prohibited. For guidance on export control requirements, contact the Commerce Department's Bureau of Export Administration at <http://www.bis.doc.gov>.

Beechcraft Corporation (BC) 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, inspection and modifications that could affect safety or crashworthiness. BC 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, BC 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 available on the web at <http://pubs.hawkerbeechcraft.com> and mailed to:

- (a) Owners of record on the FAA Aircraft Registration Branch List and the BC Safety of Flight Information (SOFI) List.
- (b) Those having a publications subscription.

Information on Safety of Flight Information (SOFI) or subscription can be obtained through the Beechcraft Corporation Technical Manual Distribution Center (TMDC). As Mandatory Service Bulletins and Service Bulletins are issued, the Service Bulletin Master Index will be updated and available online at <http://pubs.beechcraft.com>. Warranty will be allowed only when specifically defined in the Service Bulletin and in accordance with BC Warranty Policy.

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



## SERVICE BULLETIN

---

### **D. Compliance**

Beechcraft Corporation recommends that this Service Bulletin be accomplished within the next 100 flight hours, but no later than 12 months, whichever occurs first.

### **E. Approval**

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

Prior to accomplishment, owners/operators of airplanes registered in countries other than the United States shall consult with their local Aviation Regulatory Authority.

Incorporation of this Service Bulletin restores the airplane to original Type Design.

### **F. Manpower**

The following information is for planning purposes only:

Estimated man-hours: 2 hours

Suggested number of technicians: 1

The above is an estimate based on experienced, properly equipped technicians complying with this Service Bulletin.

### **G. Weight and Balance**

Negligible.

It is the responsibility of the owner/operator to maintain compliance with the applicable Airworthiness Regulations.

### **H. Electrical Load Data**

No change.

### **I. Software Accomplishment Summary**

Not applicable.

### **J. References**

Baron 55 and 58 Maintenance Manual, P/N 55-590000-13G6, Chapter 7, Chapter 20 and Chapter 32;

56TC, A56TC Turbo Baron Shop Manual, P/N 96-590003-5B5 or subsequent revision;

Advisory Circular 43.13-1B.

### **K. Publications Affected**

None.

### **L. Interchangeability of Parts**

Not applicable.

## SERVICE BULLETIN

---

### M. Warranty Credit

Warranty credit for labor to the extent noted under MANPOWER will be allowed on all airplanes meeting all the following criteria:

- (1) Airplane owners must have active Standard Warranty coverage and/or an active BC Maintenance program with applicable Service Bulletin coverage for the subject airplane when the Service Bulletin is issued.
- (2) Standard Warranty coverage and/or Beechcraft (BC) Maintenance Program with applicable Service Bulletin coverage must be active for the subject airplane on the day the work is accomplished.
- (3) The work shall be accomplished in accordance with the criteria defined in Paragraph 1.D., COMPLIANCE.
- (4) The work shall be accomplished in accordance with criteria defined in Paragraph 3, ACCOMPLISHMENT INSTRUCTIONS.
- (5) The work shall be accomplished at Hawker Beechcraft Services or an Authorized Service Center (ASC) rated to perform maintenance on the specific model of Beechcraft airplane.
- (6) While work shall be accomplished in accordance with the criteria defined in Paragraph 1.D, COMPLIANCE, warranty coverage offered in this Service Bulletin will expire 12 months from the last day of the month this Service Bulletin is issued.
- (7) Claims for compliance with this Service Bulletin (SB) are to be filed as a W3-type claim against SB 28-4120.
- (8) After the Service Bulletin has been accomplished, a warranty claim must be submitted to BC within 60 days of the Service Bulletin completion date.

Beechcraft Corporation reserves the right to void continued warranty coverage in the area affected by this Service Bulletin until the date the Service Bulletin is accomplished.

The owner/operator should contact Hawker Beechcraft Services or an ASC to schedule the warranty work to be accomplished. Hawker Beechcraft Services or an ASC must submit the appropriate paperwork directly to the Beechcraft Warranty Department for warranty consideration.

## 2. Material Information

### A. Materials - Price and Availability

Contact information:

Hawker Beechcraft Parts & Distribution (HBP&D)  
10511 East Central Avenue  
Wichita, KS 67206  
USA  
Phone: 316-676-3100 or 1-888-727-4344  
Fax: 316-676-3222 or 316-676-3327  
E-mail: parts@beechcraft.com

## SERVICE BULLETIN

---

### B. Industry Support

Not applicable.

### C. Airplanes

Per inspection definitions in Paragraph 3.A of this Service Bulletin, materials may be needed in accordance with guidelines provided in Baron 55 and 58 Maintenance Manual, Chapter 20-10-00-201 or Advisory Circular 43.13-1B.

### D. Spares

Not applicable.

### E. Reidentified Parts

None.

### F. 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 Beechcraft Corporation at 1-800-429-5372 or 316-676-3140.

**WARNING**

Observe all Warnings and Cautions contained in the airplane manuals referenced 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.

### A. Airplane

**WARNING**

Before performing any work on the main landing gear, read and understand the LANDING GEAR SYSTEM SAFETY PRECAUTIONS defined in Airplane Maintenance Manual (AMM) Chapter 32-00-00-201, or applicable shop manuals.

## SERVICE BULLETIN

---

- (1) Jack the airplane in accordance with AMM, Chapter 07-10-00-201, or applicable section of the shop manual.

### NOTE

The following steps apply to the left and right main landing gears.

- (2) Partially retract the main landing gear to move the inboard gear door to the down position. Disconnect linkage to the inboard gear door.
- (3) Extend the main landing gear to the full down position. Check to be sure that all gears are in the down and locked position.
- (4) Remove all power from the airplane and disconnect the battery. Display warning notices prohibiting reconnection of airplane electrical power.
- (5) Locate the fuel selector cable in the main landing gear wheel well. Refer to Figure 1 in the following instructions.
- (6) Inspect for the following conditions on the fuel selector cable:
  - (a) Inspect to verify that the fuel selector cable is secure, and determine if clearance exists between the cable and adjacent structure, fuel delivery lines, and other systems.
  - (b) Determine if chafing exists on the fuel selector cable, adjacent structure, fuel delivery lines, and other systems.
  - (c) If the fuel selector cable is secure, clearance exists, and no chafing can be seen, no further action is required. Proceed to Step (8).
  - (d) If the fuel selector cable is not secure, clearance does not exist, or if chafing can be seen, proceed to Step (7).
- (7) Secure the fuel selector cable and achieve clearance in accordance with guidelines provided in Baron 55 and 58 Maintenance Manual, Chapter 20-10-00-201, or the applicable shop manual. If necessary, repair or replace components in accordance with the applicable maintenance or shop manual.
- (8) Partially retract the main landing gear. Reconnect inboard gear door linkage in accordance with the applicable maintenance or shop manual.
- (9) Extend the main landing gear to the full down position. Check to be sure that all gears are in the down and locked position.
- (10) Reconnect the airplane battery, remove warning notices, and restore power.
- (11) Perform an electrical retraction and extension of the main landing gear.
- (12) Ensure that the main landing gear is in the full down position. Check to be sure that all gears are in the down and locked position.
- (13) Remove airplane from the jacks.
- (14) Ensure all work areas are clean and clear of tools and miscellaneous items of equipment.
- (15) Return airplane to service.

## **SERVICE BULLETIN**

---

**B. Spares**

Not applicable.

**C. Record of Compliance**

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

## SERVICE BULLETIN



VIEW LOOKING FORWARD  
AT MAIN SPAR.

INSPECT TO VERIFY THAT THE FUEL  
SELECTOR CABLE IS SECURE.

DETERMINE IF CLEARANCE EXISTS BETWEEN  
THE CABLE AND ADJACENT COMPONENTS.

DETERMINE IF CHAFING EXISTS.

B412001.AI

**Inspection of Fuel Selector Cable  
Figure 1**