

18, 50, 55, 56TC, 58, 58P, 58TC, 60, 65, 70,  
76, 80, 88, 90, 95, 99, 100, 200, 300, 1900

No. 2266  
ATA Code 61-10

**SUBJECT:** PROPELLERS - ANNOUNCEMENT OF HARTZELL PROPELLER SERVICE BULLETIN  
NO. 159

**OPERATIONAL  
BENEFITS:**

Beech Aircraft Corporation is issuing this Service Bulletin to prevent possible loss of full feathering capabilities on Beech Aircraft Corporation multi-engine airplane propellers due to lubrication hardening at extreme low temperatures.

**EFFECTIVITY:**

Any of the following BEECHCRAFT airplanes which are equipped with BEECHCRAFT kit or original factory installed HARTZELL constant speed - full feathering propellers:

BEECHCRAFT Model D18S, serials A-1 through A-1035;

Super 18 Models E18S, G18S and H18, serials BA-1 through BA-765;

Twin Bonanza 50, serials H-1 through H-11;

B50 and C50, serials CH-12 through CH-360;

D50, D50A, D50B, D50C and D50E, serials DH-1 through DH-347;

E50, serials EH-1 through EH-70;

F50, serials FH-71 through FH-93, FH-95 and FH-96;

G50, serials GH-94 and GH-97 through GH-119;

H50, serials HH-120 through HH-149;

J50, serials JH-150 through JH-176;

Baron 95-55, 95-A55, 95-B55 and 95-B55A, serials TC-1 through TC-349, TC-351 through TC-2456;

95-C55, 95-C55A, D55, D55A, E55 and E55A, serials TC-350, TE-1 through TE-49 and TE-51 through TE-1201;

56TC and A56TC, serials TG-2 through TG-94;

58 and 58A, serials TH-1 through TH-1536;

58P and 58PA, serials TJ-2 through TJ-497

58TC and 58TCA, serials TK-1 through TK-151;

No BECP M

Issued: July, 1988

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Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of two classes of Service Bulletins. MANDATORY (Red Border) Service Bulletins are changes, inspections and modifications that could affect safety. The factory considers compliance with these Service Bulletins mandatory. OPTIONAL (No Border) Service Bulletins cover changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance at the time of issuance, unless so stated in the publication. Due to the wide range of information covered by the OPTIONAL Service Bulletin, each owner/operator is responsible for conducting a thorough review of each Optional Service Bulletin and determine if compliance is required based on the applicability of the OPTIONAL Service Bulletin to his particular set of operating conditions. Both classes are mailed to:

- (a) BEECHCRAFT Authorized Outlets.
- (b) Owners of record on the FAA Aircraft Registration Branch List and the BEECHCRAFT International Owner Notification Service List.

(c) Those having a publications subscription.

Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Authorized Outlet. As 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 Beech Aircraft Corporation Warranty Policy.

Unless otherwise designated, Beech Aircraft Corporation Service Bulletins as well as BEECHCRAFT kits are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than BEECHCRAFT Approved kits.

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**Beechcraft**  
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MANDATORY

Duke 60, A60 and B60, serials P-3 through P-498;  
Queen Air 65, A65 and A65-8200, serials L-1, L-2, L-6, LF-7, LF-8 and LC-1 through LC-335;  
70, serials LB-1 through LB-35;  
Duchess 76, serials ME-1 through ME-437;  
Queen Air 65-80, 65-A80, 65-A80-8800 and 65-B80, serials LD-1 through LD-511;  
65-88, serials LP-1 through LP-26, LP-28 and LP-30 through LP-47;  
King Air 65-90, 65-A90, B90, C90 and C90A, serials LJ-1 through LJ-1178;  
E90, serials LW-1 through LW-347;  
F90, serials LA-1 through LA-236  
Travel Air 95, B95, B95A, D95A and E95, serials TD-2 through TD-721;  
99, 99A, A99A, B99 and C99 Airliner, serials U-1 through U-239;  
King Air 100 and A100, serials B-1 through B-204 and B-206 through B-245;  
B100, serials BE-1 through BE-137;  
Super King Air 200 and B200, serials BB-2 through BB-1300;  
200C and B200C, serials BL-1 through BL-129;  
200CT and B200CT, serials BN-1 through BN-4;  
200T and B200T, serials BT-1 through BT-31;  
300, serials FA-1 through FA-148;  
1900 Airliner, serials UA-1 through UA-3;  
1900C Airliner UB-1 through UB-74 and UC-1 through UC-28.

Any of the following military airplanes which may be eligible for civil certification by performing modifications as described on the applicable Federal Aviation Administration Type Certificate Sheet or Aircraft Specification:

C-45, C-45A, C-45F, UC-45B, UC-45F, AT-7, AT-7A, AT-7B, AT-7C, JRB-1, JRB-2, JRB-3, JRB-4, SNB-2, SNB-2C (Commercial Designation C18-S)  
SNB-5 (Commercial Designation UC-45J)  
SNB-5P (Commercial Designation RC-45J)  
L-23A (Commercial Designation 50)  
L-23B, L23D, RL-23D (Commercial Designation B50)  
L23E (Commercial Designation D50)  
T42A (Commercial Designation 95-B55B)  
L-23F (Commercial Designation 65)  
JU-21A, U-21A, RU-21A, RU-21D, U-21G, RU-21H, (Commercial Designation 65-A90-1)  
RU-21B (Commercial Designation 65-A90-2)  
RU-21C (Commercial Designation 65-A90-3)  
RU-21E, RU-21H (Commercial Designation 65-A90-4)  
T44A (Commercial Designation H90)

FACH (Commercial Designation 99A)  
 U21F (Commercial Designation A100)  
 A100-1, U21J (Commercial Designation 200)  
 C12A, C12C (Commercial Designation A200)  
 UC-12B (Commercial Designation A200C)  
 C-12D FWC-12D, RC-12D, C-12F, RC-12G, RC-12H, (Commercial Designation A200CT)  
 C-12F, UC-12F, UC-12M, (Commercial Designation B200C)  
 C-12J (Commercial Designation 1900C)

**COMPLIANCE:** Beech Aircraft Corporation considers this to be a mandatory modification and it must be accomplished prior to the next flight of the airplane in a temperature of -40°C/-40°F or lower.

No Airworthiness Directive has been issued on the matter covered by this Service Bulletin as of the issue date shown herein.

**APPROVAL:** Engineering data contained in this Service Bulletin is FAA approved. Suggested number of men: 2 men.

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.

**MATERIAL:** None.

**WARRANTY:** Limited warranty credit for parts and labor (See Table) will be allowed on all affected airplanes which are within warranty at the time this Service Bulletin is released. The credit schedule is based on flat rate charges for propeller services available at Hartzell approved service centers.

Following the expiration of the standard airplane warranty period, the credit allowance will be prorated based on accumulated propeller usage hours to the recommended original propeller TBO interval (2000 hours - piston aircraft propellers, 3000 hours -turbine aircraft propellers). No credit will be available for propellers which are 5 years old or older.

Warranty coverage offered in this Service Bulletin will expire 12 months from the last day of the month this Service Bulletin is issued. After this date, the owner/operator assumes the responsibility for compliance and cost. Beech Aircraft Corporation reserves the right to void continued warranty coverage in the area affected by this Service Bulletin if this Service Bulletin is not complied with.

All warranty reimbursements are handled through franchised BEEHCRAFT Authorized Outlets. Owners and operators should arrange with these outlets to perform the work and have them submit the standard Beech Aircraft Corporation warranty claim form through a BEEHCRAFT Authorized Outlet.

“Schedule of Maximum Credit Allowance” (Per Propeller)

Propeller Type	Propeller Shop Allowance	FBO/Operator Allowance	Total
4 Blade Turbine	\$260.00	\$ 90.00	\$350.00
3 Blade Turbine	\$220.00	\$ 90.00	\$310.00
3 Blade Piston	\$180.00	\$ 80.00	\$260.00
2 Blade Piston	\$130.00	\$ 80.00	\$210.00

An individual warranty claim must be filed for each airplane eligible for credit. The propeller model number, hub serial number(s), and propeller service agency name must be listed in the claim narrative to receive credit.

**Service Bulletin No. 2266**

**SPECIAL TOOLS:** None.

**WEIGHT AND BALANCE:** None.

**REFERENCES:** None.

**PUBLICATIONS**

**AFFECTED:** It is recommended that a note to "See Service Bulletin No. 2266" be added to the appropriate Section/Chapter of the applicable Shop/Maintenance Manual.

**ACCOMPLISHMENT**

**INSTRUCTIONS:** Refer to the ENGINE LOG BOOK or the PROPELLER LOG BOOK for your airplane to ensure that your airplane is equipped with a HARTZELL constant speed - full feathering propeller. If any other propeller is installed on the airplane, no further action is required.

A placard stating "FLIGHT BELOW -40°C O.A.T. PROHIBITED" is to be manufactured locally and placed in a conspicuous place in full view of the pilot. This placard must remain in place until HARTZELL Service Bulletin No. 159 is complied with.

Refer to and comply with HARTZELL PROPELLER Service Bulletin No. 159. A copy of the Service Bulletin should be obtained directly from Hartzell.

**RECORD COMPLIANCE:** Upon completion of this Service Bulletin, make an appropriate maintenance record entry.

**NOTE**

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