



CLASS I

SERVICE INSTRUCTIONS

All except 18 and turbine powered aircraft

No. 0166-258, Rev. I
ATA Code 71-00

- SUBJECT:** POWER PLANT - INDUCTION SYSTEM - INSPECTION OF FLEXIBLE AIR DUCTS.
- SYNOPSIS OF CHANGES:** Revision I changes the Aircraft Affected and establishes a continuing inspection of the flexible air ducts.
- EFFECTIVITY:** All BEECHCRAFT Musketeer 19 series, Musketeer 23 series, Musketeer 24 series, Debonair/Bonanza 35-33 series, Bonanza 35 series, Bonanza 36 series, Models D45 (T34A), B45 and D45 (T34B), Twin-Bonanza 50 series, Baron 95-55 series, Turbo-Baron 56TC series, Baron 58, Duke 60 series, Queen Air 65 series, Queen Air 70, Queen Air 65-80 series, Queen Air 65-88, and Travel Air 95 series.
- REASON:** To detect possible conditions that could develop into leaks or restrictions in the induction system.
- COMPLIANCE:** At each 100 hour inspection.
- DESCRIPTION:** The induction system is to be disassembled, as required, to allow the inner and outer surfaces of all flexible air ducts (hot and cold air ducts) to be visually inspected for general condition and/or possible delamination of the inner liner.
- APPROVAL:** FAA Approved - DOA CE-2.
- MANPOWER:** The following information is for planning purposes only.

Estimated man-hours: .5 hour.
Suggested number of men: 1 man.
- MATERIAL:** Refer to the applicable parts catalog for replacement duct part numbers. The parts are available through the Beech Aircraft Corporation Dealer Organization.
- SPECIAL TOOLS:** None.
- WEIGHT AND BALANCE:** None.
- REFERENCES:** None.
- PUBLICATIONS AFFECTED:** It is recommended that a note be made in the Periodic Inspections Section of all applicable Shop Manual copies to "See Service Instructions No. 0166-258, Rev. I."
- ACCOMPLISHMENT:**
INSTRUCTIONS: The induction system flexible air ducts should be inspected as follows:

1. Disassemble the induction system sufficiently to make visible the inner and outer surfaces of all flexible air ducts.
2. Visually inspect the flexible air ducts for general condition and/or possible delamination of the inner liner. On the short ducts fraying may be associated with delamination, however, on the longer wire reinforced ducts, delamination may occur without visible deterioration of either the inner or outer laminations. The ducts should be flexed by hand as an aid in detecting inner liner delamination.

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CLASS I

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- (a) BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers
- (b) Owners of record on the FAA Registration list and the

BEECHCRAFT International Owner Notification Service List.
(c) Those having a publications subscription.

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NOTE

On some later aircraft, the wire reinforcement on the longer ducts is inside the innermost lamination. The delamination part of the inspection is not required on these ducts.

3. If deterioration of a duct is detected, the duct should be replaced.
4. Reassemble the induction system.

RECORD COMPLIANCE: Upon completion of each inspection, make an appropriate maintenance record entry.