



# CLASS III SERVICE INSTRUCTIONS

All except 19 and 23 series

No. 0449-200, Rev. I  
ATA Code 32-40

**SUBJECT:** LANDING GEAR - TIRE CLEARANCES

**SYNOPSIS OF CHANGES:** These Service Instructions are rewritten in current format and changed to Class III. Airplanes subsequent to the original release date of these Service Instructions are incorporated into the EFFECTIVITY Section and a NOTE regarding recapped tires is added in the ACCOMPLISHMENT INSTRUCTIONS.

**EFFECTIVITY:** The following airplanes when tires other than the currently installed type are used as replacements;

- All BEECHCRAFT Model 18 series airplanes, (including all military counterparts thereof, and those BEECHCRAFT Model 18 airplanes modified in accordance with Supplemental Type Certificates), that have Volpar tricycle landing gear installed;
- A24R and Sierra 24R series;
- Debonair/Bonanza 35-33 series;
- Bonanza 35 series;
- Bonanza 36 series;
- All A45 (T-34A), B45, and D45 (T-34B) airplanes;
- Twin-Bonanza 50 series;
- Baron 95-55 series;
- Baron 95-B55B (T-42A);
- Turbo-Baron 56TC and A56TC;
- Baron 58 series;
- Baron 58P and 58PA;
- Baron 58TC and 58TCA;
- Duke 60 series;
- Queen Air 65 series;
- Queen Air 70;
- Queen Air 65-80 series;
- Queen Air 65-88;
- King Air 65-90 series;
- Travel Air 95 series;
- 99 Airliner series;
- King Air 100 and A100;
- King Air B100;
- Super King Air 200;
- Super King Air 200T.

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Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of three classes of Service Instructions. CLASS I (Red Border) are changes, inspections, and modifications that could affect safety. The factory considers compliance mandatory. CLASS II (Green Border) covers changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance, unless specified at the time of issuance. Class I and II are mailed to:

- (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.

CLASS III (No Border) covers changes which are optional, maintenance aids, product improvement kits and miscellaneous service information. Compliance is at the owner or operator's prerogative. Copies of Class III are distributed per a and c above. Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Aero or Aviation Center, International Distributor and Dealer, or the Factory. As Service Instructions are issued, temporary notation in the index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Instructions and in accordance with Beech Warranty Policy.

98-34237D

**Service Instructions No. 0449-200, Rev. 1**

**REASON:** To check for adequate clearance between the tires and adjacent airframe components. This is suggested because there may be changes in tire design/profile causing a change in tire airframe clearance.

**COMPLIANCE:** At the owner's operator's option when replacement tires of a different vendor or of a different design are installed.

**DESCRIPTION:** With the airplane on jacks, the landing gear is cycled and checked for adequate clearance between the tires and adjacent airframe structure.

**APPROVAL:** FAA Approved - DOA CE-2.

**MANPOWER:** The following information is for planning purposes only:  
Estimated man-hours required for inspection: 3 hours.  
Suggested number of men required for inspection: 2 men.

**MATERIAL:** None.

**WARRANTY:** None.

**SPECIAL TOOLS:** None.

**WEIGHT AND BALANCE:** None.

**REFERENCES:** None.

**PUBLICATIONS AFFECTED:** None.

**ACCOMPLISHMENT INSTRUCTIONS:** These Service Instructions may be accomplished as follows:

**NOTE**

If tires of the same design profile are used as replacements, this inspection may be disregarded.

Place the airplane on jacks with the tires off the ground and cycle the landing gear. Check for adequate clearance between the airframe components and the tires.

**NOTE**

After tires have been in service they should be expected to expand as much as .150 inch due to heat and centrifugal force. This expansion factor should be considered during the clearance inspection.

Beech Aircraft Corporation cannot recommend the use of recapped tires. Recapped tires have a tendency to expand excessively as a result of the temperature generated during takeoff. This increased tire size can jeopardize the proper functioning of the landing gear retract system, with the possibility of damage to the landing gear doors and retract mechanism.

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**RECORD COMPLIANCE:** None.