

Raytheon Aircraft

Beech Super King Air® 200 & 200C

(Serials BB-2, BB-6 thru BB-733, BB-735 thru BB-792, BB-794
thru BB-828, BB-830 thru BB-853, BB-871 thru BB-873, BB-892,
BB-893, BB-895, BB-912; BL-1 thru BL-36)

Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

FAA Approved in Normal Category based on 14 CFR PART 23. This document must be carried in the airplane at all times and be kept within reach of the pilot during all flight operations. This handbook includes the material required to be furnished to the pilot by 14 CFR PART 23.

Airplane Serial Number: _____

Airplane Registration Number: _____

FAA Approved by: _____

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NOTE

Where Beech Aircraft Corporation is referred to in this publication,
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GROUND CONTROL

Direct linkage from the rudder pedals allows for nose wheel steering. When the rudder control is augmented by a main wheel brake, the nose wheel deflection can be considerably increased.

The minimum wing-tip turning radius, using partial braking action and differential engine power, is 39 feet 10 inches.

FLAPS

Two flaps are installed on each wing. Power is delivered from an electric motor to a gearbox mounted on the forward side of the rear spar. The gearbox drives four flexible driveshafts which are connected to jackscrews, one of which operates each flap. The motor incorporates a dynamic braking system, through the use of two sets of motor windings. This feature helps prevent overtravel of the flaps. A safety mechanism is provided to disconnect power to the electric flap motor in the event of a malfunction which would cause any flap to be three to six degrees out of phase with the other flaps.

The flaps are operated by a sliding switch handle on the pedestal just below the condition levers. Flap travel, from 0% (full up) to 100% (full down) is registered on an electric indicator on top of the pedestal. A side detent provides for quick selection of the APPROACH position (40% flaps). From the UP position to the APPROACH position, the flaps cannot be stopped in an intermediate position. Between APPROACH and DOWN, the flaps can be stopped anywhere by moving the handle to the DOWN position until the flaps reach the desired position, then moving the flap-switch handle back to APPROACH. The flaps can be raised to any position between DOWN and APPROACH by raising the handle to UP until the desired setting is reached, then returning the handle to APPROACH. Selecting the APPROACH position will stop flap travel anytime the flaps are deflected more than 40%.

The flap-motor power circuit is protected by a 20-ampere flap-motor circuit breaker placarded FLAP MOTOR, located on the left circuit breaker panel below the fuel control panel. A 5-ampere circuit breaker for the control circuit (placarded FLAP CONTROL) is also located on this panel.

Lowering the flaps will produce these results:

Attitude – Nose Up
Airspeed – Reduced
Stall Speed – Lowered
Trim – Nose-Down Adjustment Required
to Maintain Attitude

LANDING GEAR

A 28-volt split-field motor, located on the forward side of the center-section main spar, extends and retracts the landing

gear. The landing gear motor is controlled by the switch placarded LDG GEAR CONT - UP - DN on the pilot's right subpanel. The switch handle must be pulled out of a detent before it can be moved from either the UP or the DN position. The motor incorporates a dynamic braking system, through the use of two motor windings, which helps prevent overtravel of the gear.

Torque shafts drive the main gear actuators, and duplex chains drive the nose gear actuator. A spring-loaded friction-type overload clutch incorporated into the gearbox prevents damage to the structure and to the torque shafts in the event of mechanical malfunction. An overload protection circuit, located on the landing gear panel forward of the main spar under the center floorboard, protects the system from electrical overload.

The Beech air-oil type shock struts are filled with compressed air and hydraulic fluid. Spring-loaded linkage from the rudder pedals permits nose wheel steering. When the rudder control is augmented by a main wheel brake, the nose wheel deflection can be considerably increased. As the nose wheel retracts after lift-off, it is automatically centered and the steering linkage becomes inoperative.

A safety switch on the right main gear torque knee opens the control circuit when the strut is compressed. The safety switch also actuates a solenoid-operated down-lock hook on the landing gear control switch located on the pilot's right subpanel. This mechanism prevents the landing gear handle from being raised when the airplane is on the ground. The hook automatically unlocks when the airplane leaves the ground and can be manually overridden by pressing down on the red down-lock release button just left of the landing gear control switch handle, in the event of a malfunction of the down-lock solenoid. The landing gear control switch handle should never be moved out of the DN detent while the airplane is on the ground; if it is, the landing gear warning horn will sound intermittently and the red gear-in-transit lights in the landing gear control switch handle will illuminate (provided the MASTER SWITCH is ON), warning the pilot to return the handle to the DN position.

Visual indication of landing gear position is provided by individual green GEAR DOWN indicator lights arranged in a triangle on the pilot's right subpanel. Two red, parallel-wired indicator lights located in the control handle illuminate to show that the gear is in transit or not locked. They also illuminate when the landing gear warning horn is actuated.

LANDING GEAR WARNING SYSTEM

The landing gear warning system is provided to warn the pilot that the landing gear is not down and locked during specific flight regimes. Various warning modes result, depending upon the position of the flaps.