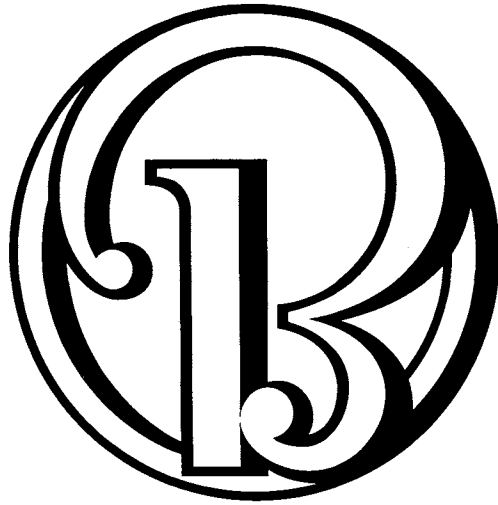




SECTION 8

Periodic Inspections

100-HOUR INSPECTION GUIDE

CAUTION

Any time an airplane is repainted, inspect all placards to assure that they are not covered with paint, are easily readable, and are securely attached.

The owner or operator is primarily responsible for maintaining the airplane in an airworthy condition, including compliance with all applicable Airworthiness Directives as specified in Part 39 of the Federal Aviation Regulations. It is further the responsibility of the owner or operator to ensure that the airplane is inspected in conformity with the requirements of Parts 43 and 91 of the Federal Aviation Regulations. Beech Aircraft Corporation has prepared this inspection guide to assist the owner or operator in meeting the foregoing responsibilities. This inspection guide is not intended to be all-inclusive, for no such guide can replace the good judgment of a certified airframe and powerplant mechanic in the performance of his duties. As the one primarily responsible for the airworthiness of the airplane, the owner or operator should select only qualified personnel to maintain the airplane.

NOTE

Additional inspection forms are available under Part Number 98-32227D or subsequent revision.

The time periods for the inspections noted in this schedule are based on normal usage under average environmental conditions. Airplanes operated in extremely humid tropics, or in exceptionally cold, damp climates, etc., may need more frequent inspections for wear, corrosion, lubrication, and/or lack of maintenance. Under these adverse conditions, perform periodic inspections in compliance with this guide at more frequent intervals until the operator can set his own inspection periods based on the contingencies of field experience. An annual inspection MUST be accomplished within each 12-month period for compliance with the Federal Aviation Regulations. To the extent that the airplane is operated in excess of 100 hours per year, Beech Aircraft Corporation strongly recommends that the airplane be inspected at 100-hour intervals rather than annually. The 100-hour interval between performance of the procedures specified herein should NEVER be

exceeded by more than 10 hours, and then only if the additional time is required to reach a place where the inspection can be satisfactorily accomplished. However, if an inspection is done at 110 hours, the next inspection is due 90 hours later with no extension allowed. The first overhaul or replacement MUST be performed no later than the required period.

While this guide may be used as an outline, detailed information of the many systems and components in the airplane will be found in the various sections of this manual (especially Sections 2, 3, 4 and 7) and the pertinent vendor publications. It is also recommended that reference be made to the applicable Maintenance Handbooks, Service Instructions, Service Letters, Service Bulletins, Installations Instructions, and Vendor's Specifications for torque values, clearances, settings, tolerances, and other requirements. It should further be verified that all interior and exterior placards are legible and in place during the inspection. In the final analysis, it is the responsibility of the owner or operator to ensure that the airframe and powerplant mechanic inspecting the airplane has access to the previously noted documents as well as to this inspection guide.

NOTE

In addition to the inspections prescribed by this schedule, the altimeter system and all ATC transponders MUST be tested and inspected at 24-month intervals in compliance with the requirements specified in FAR Parts 91.170 and 91.177 under Title 14 of the Code of Federal Regulations.

CAUTION

After the first twenty-five hours of engine operating time, a new, remanufactured or newly overhauled engine should be given the 100-hour inspection including draining and renewing lubricating oil.

NOTE

Model E33C and F33C airplanes being spun MUST also have the ACROBATIC INSPECTION at 50 hours.

B. POWER PLANT (Cont'd.)	MECH.	INSP.
23. CYLINDERS AND BAFFLES - Check cylinders and exhaust manifold for obvious leaks, security and cracks; check baffles for cracks and security. Check cylinders for broken cooling fins and loose or missing base nuts 24. EXHAUST SYSTEM - Check for deformation, security, cracks, leaks, loose or missing nuts and clamps. Check for thin wall condition which may occur due to normal internal erosion on stacks which have long service time 25. FIREWALL - Check for wrinkles, damage or cracks. Check all electrical and control access holes for proper sealing 26. HOSE AND DUCTS - Check all fuel, oil and air hose or duct for leakage, cracks, deterioration and damage. Check fittings for security 27. ENGINE ACCESSORIES - Check for condition, security and leaks. Check wiring, hoses and tubes for chafing, security and leaks 28. ENGINE MOUNTS - Check for cracks, corrosion and security. Inspect rubber cushions, mount bolts and nuts and grounding straps for condition and security 29. CABIN HEATER SYSTEM - Check for cracks, distortion, corrosion, leaks and obstructions per Section 3 of P/N 35-590096B Shop Manual 30. PROPELLER GOVERNOR - Check for leaks and control arm for security 31. ENGINE CONTROLS - Check controls and associated equipment for condition, attachment, alignment and rigging. Every 300 hours remove the cable connection bolts and check for wear 32. IGNITION HARNESS - Inspect for fraying and attachment 33. ELECTRICAL WIRING AND EQUIPMENT - Inspect electrical wiring and associated equipment and accessories for fraying and attachment 34. ALL DRAINS AND PLUGS - Check for condition, security and obstructions. Check for leaks and correct tightness 35. PRESSURE PUMP INTAKE FILTER - Inspect filter for condition, cleanliness and security. Check filter container for cracks 36. AIR CONDITIONER COMPRESSOR - Check for security and attachment. Check refrigerant and oil levels. Check belt for tension and worn or frayed condition. (See Sect. 2 and 3) 37. INDUCTION AIR FILTER - Check for condition, cleanliness and security 38. INDUCTION SYSTEM AND ALTERNATE AIR - Check the hot and cold flexible air ducts for delamination of the inner lining. Check the alternate air valve for blockage, security, cracks, operation and wear 39. CARBURETOR HEAT SYSTEM - Check for blockage, security, operation and wear 40. CARBURETOR - Clean the screen and check for damage. Drain the inlet chamber and rear section. Install screen and check for leaks. Check the primer solenoid for operation and to ensure secure mounting		