

Beechcraft



Hawker

TEXTRON AVIATION

# Multi-Engine Turboprop Communiqué

Communiqué # ME-TP-001 Rev 1

Original Issued February 2017

Revision Issued November 2020

## Revision Summary

Revision 1 November 2020	ATA 11 King Air "250" and "350" Winglet Placard.
	ATA 30 King Air 250 Propeller De-Ice Boot Protection Circuit Kit

## ATA 00 - General Introduction

Beechcraft and Hawker customers will notice a change in the formatting and document numbering of Model Communiqués. In an effort to streamline the brands, Textron Aviation is changing the airplane specific Model Communiqués to a broader grouping. For example, the previous King Air Model Communiqués are now the Multi-Engine Turboprop Communiqués (document reference number ME-TP-XXX). The Multi-Engine Turboprop (ME-TP-XXX) grouping applies to the King Air, Conquest I and II, and Beechcraft Commuter. The Single Engine Turboprop (SE-TP-XXX) grouping applies to the Caravan and Denali. Please note that because of this change, some communiqués may still only apply to one specific brand but will be sent to all airplanes that are covered by the Multi-Engine Turboprop heading.

## ATA 11 - King Air "250" and "350" Winglet Placard

**BY-122, BY-124 and after; BZ-1 and after; FL-1 and after, FM-1 and after**

The King Air "250" placard installed on the outboard side of the winglets does not have an official published part number. If the placard needs to be replaced please place your order for the replacement via email to [parts\\_research@txtav.com](mailto:parts_research@txtav.com).

The transaction and billing for the placard will be made through the Technical Manual Distribution Center.

**Rev 1. The email address to order this placard has changed to [teamturboprop@txtav.com](mailto:teamturboprop@txtav.com)**



## **ATA 26 - Engine Fire Extinguisher Connections - Revisited**

King Air Communiqué 2009-05 provided a caution in connecting the engine fire extinguisher wires to the squib to assure that the system operates as it should. This Communiqué read:

"Caution should be exercised when attaching the airplane's wiring to the fire extinguisher squibs. The power wire should be connected to the terminal on the insulated end of the squib. The ground wire and the sensor should be connected to the side terminal. Incorrect attachment of the wiring can result in the cockpit fire extinguisher testing "OK" but not firing the squib and causing the circuit breaker to open in the event of the extinguisher button being pushed."

We would like to emphasize that if the wires are connected incorrectly the extinguisher test would still test ok but if the flight crew needed to discharge the bottle the circuit breaker would open instead.

We have included an additional illustration and picture showing the correct connections along with procedures to verify the correct installation of each extinguisher squib wire terminals.

Procedures:

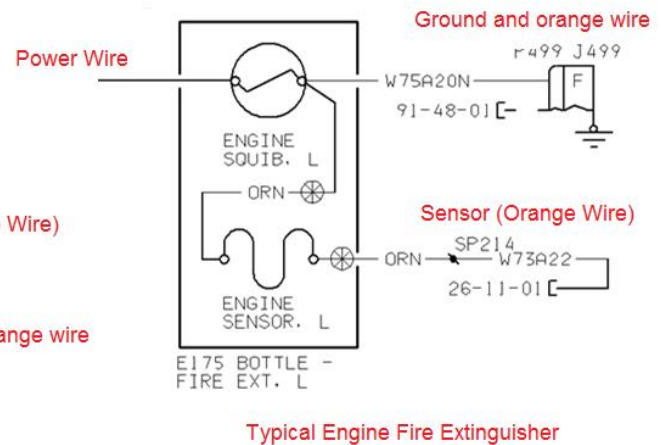
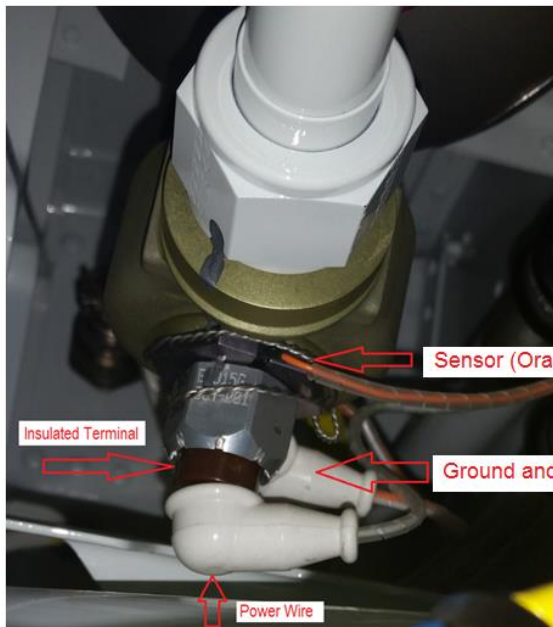
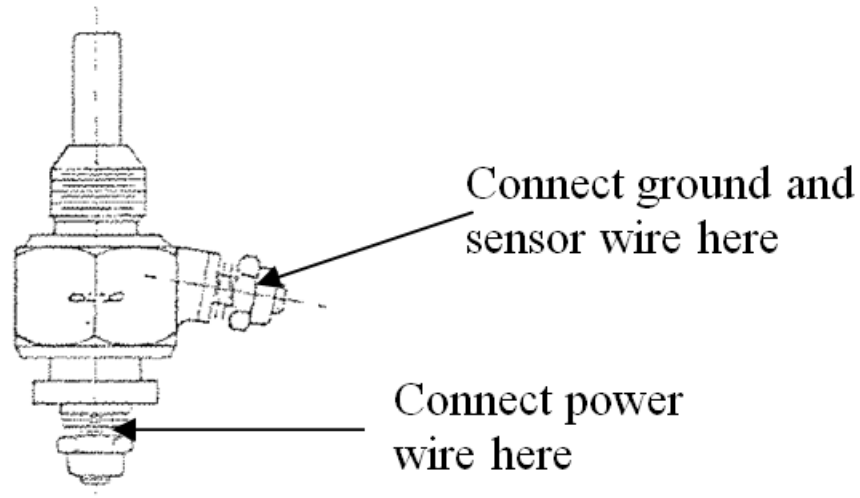
1. For each engine fire bottle squibs the 28 VDC power wire shall be verified by connecting a 28 VDC test light lead to the **removed** squib power wire terminal and the other test light lead to a good fuselage grounded part or screw in the wheel well. Next, press the fire wall valve switch to close the fire wall valve and arm the fire extinguisher. The Fire EXTINGUISHER PUSH light and the test light should both light with low intensity. Next, press and hold the left fire extinguisher switch. The Fire EXTINGUISHER PUSH light should extinguish and the test light should increase in intensity.

(Test light consists of one 327 light bulb connected to two 22 gauge wires with alligator clips)

- The ground wires shall be tested by connecting one lead of an ohmmeter to the **removed** squib ground terminal wire on each squib and the other lead to a good fuselage grounded part / screw in the wheel well. The resistance value of the ground wire should be close to zero ohms.

If either of the above do not test correctly further troubleshooting and repair is required.

Note: We will submit a Publications Change Request to add this procedure to the appropriate manuals.

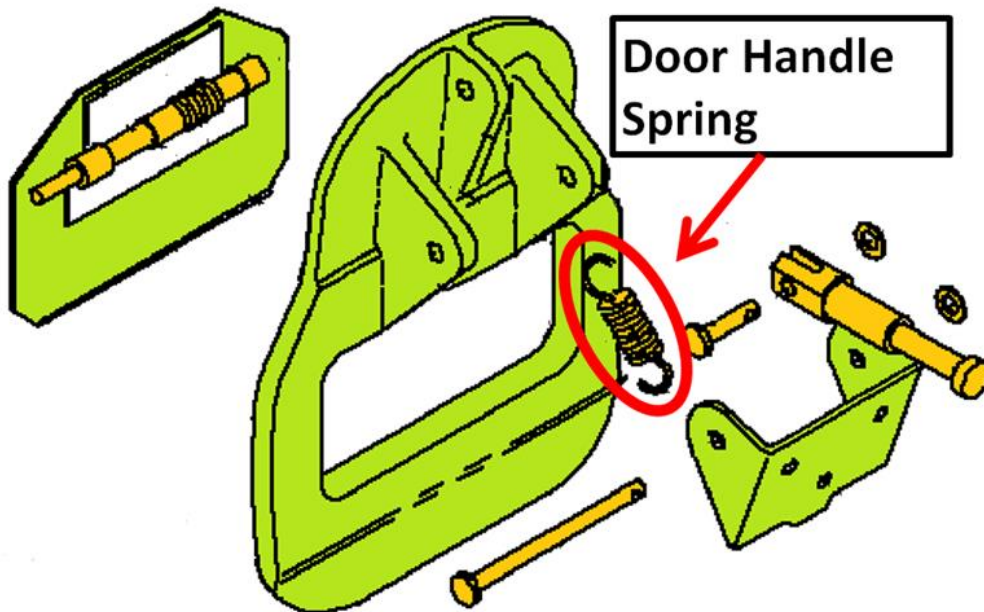


**ATA 30 - King Air 250 Propeller De-ice Boot Protection Circuit Kit**  
**BB-1509 and after; BL-141 and after; BY-1 and after; BZ-1 and after with**  
**Composite Propeller Blade STC SA02130SE**

Rev 1. The Kit announced in this article is not currently available.

**ATA 52 - Emergency Exit Door Handle Spring**

Due to issues on some King Air 300/B300 and 200/B200 Series aircraft where the emergency exit exterior door handle was reported as not fitting flush with the door, Textron Aviation has approved use of a spring that provides more tension for holding the handle flush. The original 100942H0016-16 spring can be replaced with a 100942H0016-12 that has less active coils and provides more tension for the door handle to stay flush. This spares option will be added to the applicable Illustrated Parts Catalog in future revisions.



**ATA 61 - Additional Low Pitch Solenoid Cleaning**  
**300/B300 Series**

While troubleshooting the ground idle solenoid it is beneficial to clean any possible contaminants from the internal bore of the solenoid. Following find a step by step procedure to do so:

## Low-Pitch Solenoid Cleaning

- (1) Disconnect reversing lever attach bolt and remove plunger from solenoid. Note hardware stack up and retain hardware.
- (2) Clean plunger and solenoid bore with solvent. Do not use electrical contact cleaner.

**Caution:** Do not disturb the solenoid or bracket position on the reversing cable. Any movement of the solenoid on the reversing cable will require rigging of the low pitch solenoid.

**Note:** Do not apply any form of lubrication to the solenoid piston.

- (3) Install plunger and connect reversing lever attach bolt using retained hardware and new cotter pin.
- (4) Inspect wiring and associated linkage for damage, chafing, and attachment.
- (5) Perform ground run and verify that ground and flight idle torques are within parameters detailed in ground performance worksheet using applicable maintenance manual.

