

## GROUND HANDLING

### **B300/B3000 (350/350C) SUPER KING AIR**

#### **Battery**

The electrical system utilizes one 24 VDC 34 ampere-hour Ni-Cad battery, located in the RH wing center section. It is serviced by removing the battery access panel located on the upper RH center section between the fuselage and nacelle.

#### **Emergency Exits**

The emergency exits include the left rear cabin door, left rear cargo door (if equipped), and two emergency exit doors placarded "EXIT-PULL," located on the left and right cabin side walls over the wings.

#### **External Power**

The standard AN-type external power receptacle is located underneath the right wing, outboard of the engine nacelle. An overvoltage sensor protects the airplane electrical system from an APU with reversed polarity or excessively high output voltage.

**CAUTION: Battery Switch must be ON and all electrical OFF prior to connecting ground power unit plug. Be sure that avionics power is OFF prior to turning the ground power unit ON. Battery must be ON anytime ground power unit is in use. Generator switch must off while using external power. Do not exceed 30 VDC, 1000 amperes momentarily, or 350 amperes for extended periods.**

#### **Fueling**

**WARNING: Static grounding requires that the fuel dispenser be grounded to one of the grounding jacks.**

This system consists of two separate systems interconnected by a crossfeed. The separate fuel system for each engine is further divided into a main and auxiliary fuel system. The main fuel system has 380 gallons of usable fuel and the auxiliary fuel system has 159 gallons of usable fuel. When servicing the fuel system, the main tanks on each side should be serviced first. The main tank filler caps are located in the outboard fuel cell on the leading edge of each wing near the wing tip. The auxiliary tank filler caps are located on top of the center section inboard of each nacelle.

Fuel Grades and Types: Jet A, Jet A-1, Jet B, JP-4, JP-5, and JP-8 fuels may be mixed in any ratio. Aviation gasoline, grades 80 Red (formerly 80/87), 91/98, 100LL Blue, 100 Green (formerly 100/130), and 115/145 Purple are emergency fuels and may be mixed in any ratio with the normal fuels when necessary. However use of the lowest octane rating available is suggested due to its lower lead content.

**CAUTION: The limited use of aviation gasoline shall be limited to 150 hours of operation during each Time Between Overhaul (TBO) period.**

## **Grounding**

Static grounding requires that the fuel dispenser be grounded to one of the grounding jacks located near the fuel filler ports on each wing.

## **Hoisting/Lifting**

Strap sling hoisting should be accomplished by positioning a strap at F.S. 107.0 in the nose area of the fuselage, and the other strap at F.S. 300.0 in the midsection of the fuselage. Attach the sling to the overhead crane at a position corresponding to F.S. 198.0

## **Hydraulic Reservoir**

The brake hydraulic fluid reservoir is mounted on the upper left side of the nose avionics compartment aft bulkhead. A dipstick is provided for measuring the fluid level. When the reservoir level is low, add a sufficient quantity of MIL-H-5606 red hydraulic fluid fill the reservoir to within one inch of the top.

The hydraulic landing gear system power pack and reservoir are located inboard of the LH nacelle and forward of the main spar. The fill reservoir contains a cap and dipstick assembly graduated in degrees of fluid temperature. Add MIL-H-5606 red hydraulic fluid as required to fill the system.

## **Engine Oil**

The engine oil system filler neck, dipstick and cap are located on the accessory gearcase. The dipstick is marked to indicate the amount required to fill the tank. Access to the oil dipstick cap is gained by opening the small access door in the upper aft cowling. Each engine's total oil system capacity is 20 quarts. However, no more than 15 quarts should be added during an oil change, due to residual oil trapped in the system. Refer to Pratt & Whitney Service Bulletin No. 13001 for the correct type of oil.

**CAUTION: Do not mix different brands of oil when adding or changing oil.**

**CAUTION: Tire filler cap seal must be clean and the cap properly secured, or most of the engine oil will be pumped out when the engine is started.**

## **Oxygen Service**

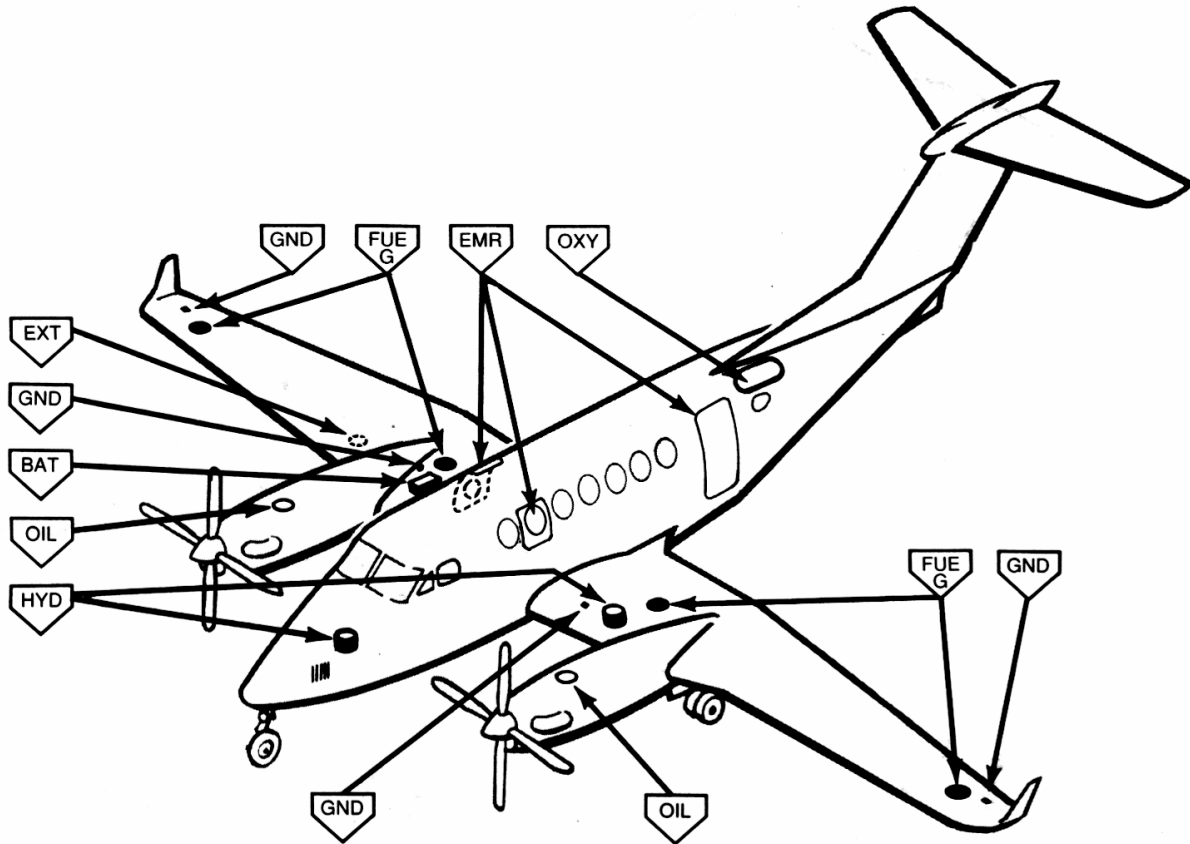
Access to the oxygen system pressure gauge and filler valve is gained through an access door located on the RH side of the aft fuselage. The oxygen system must be filled with aviator's breathing oxygen to a pressure of  $1850 \pm 50$  psig at  $70^{\circ}$  F.

## **Parking Brake**

The parking brake are applied by pressurizing the brake lines in the normal manner with the main brakes, then pulling out on the parking brake knob, located below the pilot's subpanel. The brakes are released by depressing the rudder pedals briefly, then pushing the parking brake knob all the way in.

## Tire Pressure

MAIN - 19.5 x 6.75, 10 ply 90 ±2 psi (loaded)  
85 ±2 psi (unloaded)  
NOSE - 22 x 6.75, 8 ply 55 to 60 psi



## SERVICING CODES

<b>AIR</b>	<b>Nitrogen Bottle Servicing</b>	<b>GND</b>	<b>Static Ground Points</b>
<b>ANI</b>	<b>Anti-Ice Fluid Reservoir</b>	<b>HYD</b>	<b>Hydraulic Reservoir</b>
<b>BAT</b>	<b>Battery</b>	<b>HOI</b>	<b>Hoisting / Lifting</b>
<b>EMR</b>	<b>Emergency Entrance Or Exits</b>	<b>OIL</b>	<b>Engine Oil</b>
<b>EXT</b>	<b>External Power Receptacle</b>	<b>OXY</b>	<b>Oxygen</b>
<b>FUE G</b>	<b>Fueling Filler Point (gravity)</b>	<b>PAR</b>	<b>Parking Brake</b>