Beechcraft®

Baron® 95-B55

(Serials TC-371,TC-502
thru TC-1607)
(Includes Gr. Wt. Kit 55-4014)

and

95-B55A
Special Reduced Gross Weight Configuration

Pilot's Operating Handbook
and
FAA Approved Airplane Flight Manual

FAA Approved in the Normal Category based on CAR 3. 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 CAR 3.

Airplane Serial Number: _____

Airplane Registration Number: _____

FAA Approved: _____

A. C. Jackson
Beech Aircraft Corporation
DOA CE-2

This handbook supersedes all BEECH published owner's manuals, flight manuals, and check lists issued for this airplane with the exception of FAA Approved Airplane Flight Manual Supplements.

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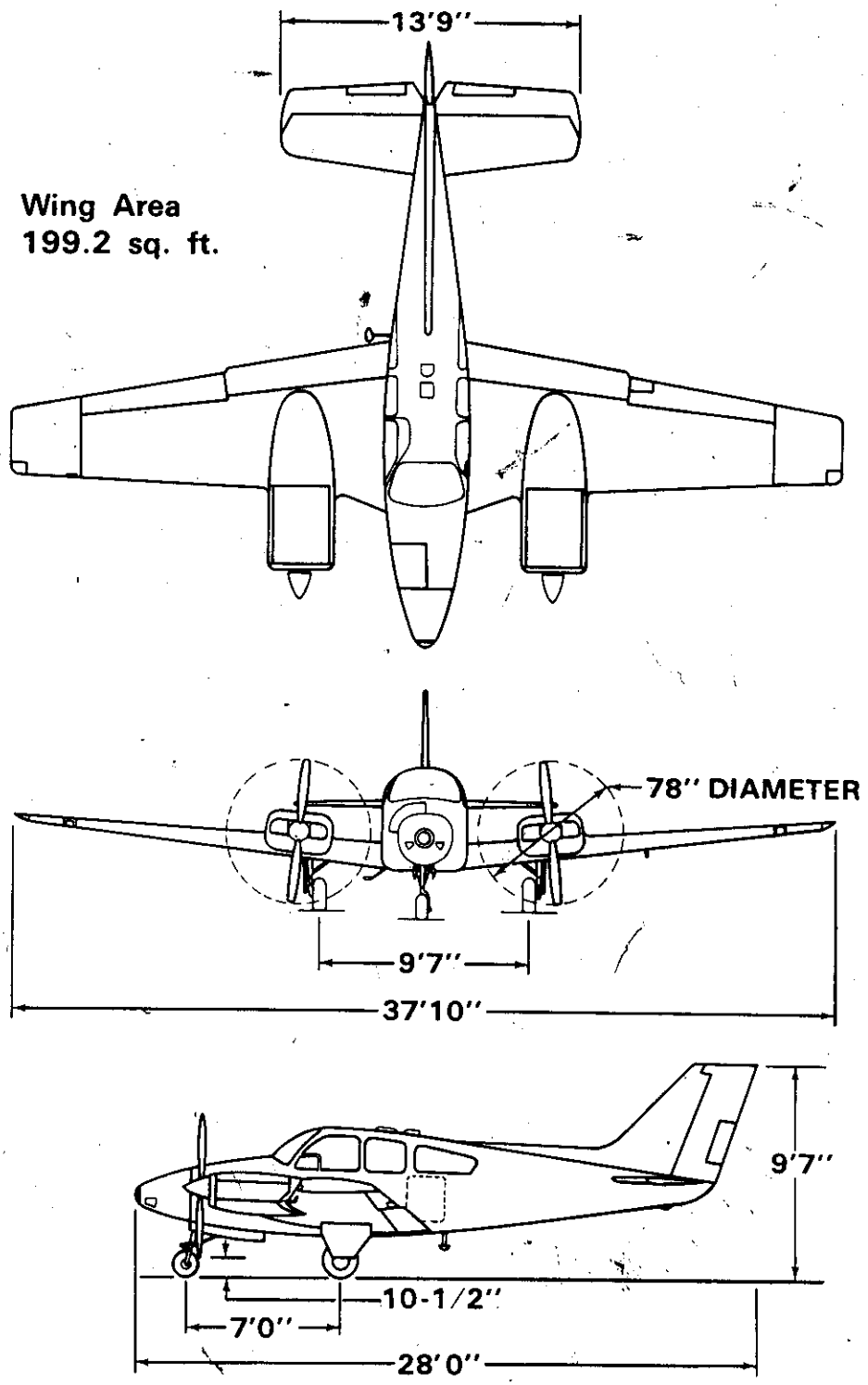
RAC ⇒ Eddie Webber / NTSB IIC



AIRPLANE THREE-VIEW

TAKE-OFF DISTANCE

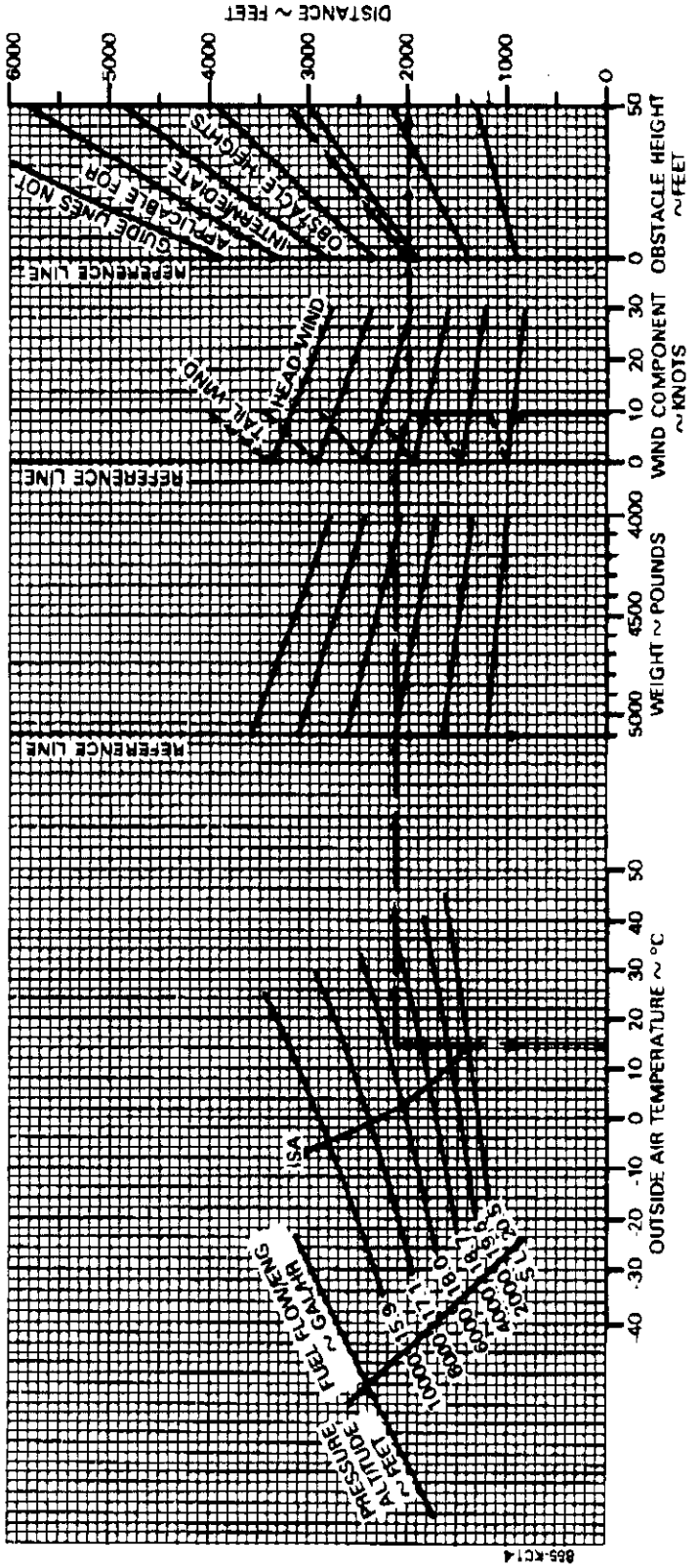
ASSOCIATED CONDITIONS:
POWER — TAKE-OFF AT 2625 RPM
MIXTURE — LEAN TO APPROPRIATE FUEL FLOW
FLAPS — UP (0°)
LANDING GEAR — RETRACT AFTER POSITIVE CLIMB ESTABLISHED
COWL FLAPS — OPEN
RUNWAY — PAVED, LEVEL, DRY SURFACE

LIFT-OFF SPEED (ALL WEIGHTS)
84 KNOTS/97 MPH

50 FT SPEED (ALL WEIGHTS)
91 KNOTS/105 MPH

EXAMPLE:

OAT	15°C
PRESSURE ALTITUDE	5650 FT
TAKE-OFF WEIGHT	5100 LBS
HEAD WIND COMPONENT	9.5 KTS
GROUND ROLL	2000 FT
TOTAL DISTANCE OVER 50 FT OBSTACLE	3200 FT
TAKE-OFF SPEED AT LIFT-OFF	84 KTS/97 MPH
50 FT	91 KTS/105 MPH



ACCELERATE - STOP DISTANCE

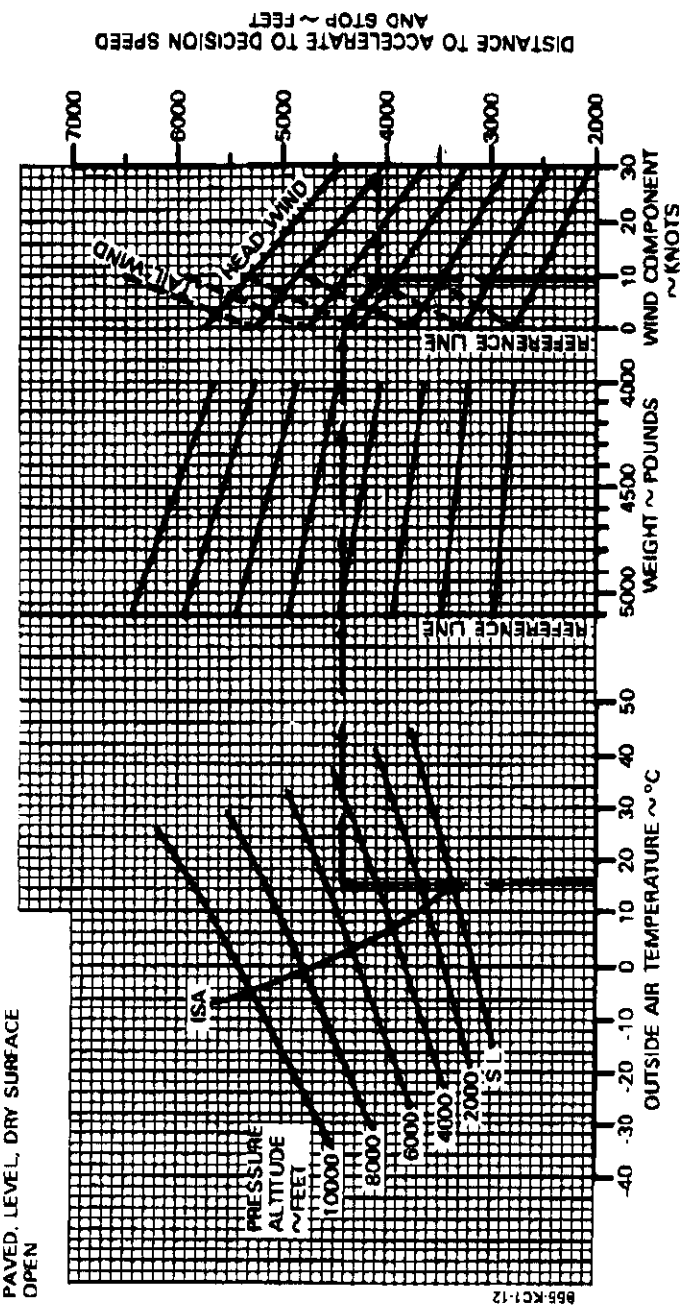
EXAMPLE:

OAT	15°C
PRESSURE ALTITUDE	5650 FT
TAKE-OFF WEIGHT	5100 LBS
HEAD WIND	9.5 KTS
ACCELERATE AND STOP DISTANCE	4100 FT
IAS DECISION SPEED	84 KTS/97 MPH

ASSOCIATED CONDITIONS:

POWER	1. TAKE-OFF POWER AT 2625 RPM SET BEFORE BRAKE RELEASE 2. ENGINES IDLE AT DECISION SPEED
MIXTURE	LEAN TO APPROPRIATE FUEL FLOW
FLAPS	UP (0°)
RUNWAY	PAVED, LEVEL, DRY SURFACE
COWL FLAPS	OPEN

DECISION SPEED (ALL WEIGHTS)
84 KNOTS/97 MPH



EMERGENCY EXITS

Emergency exits, provided by the openable window on each side of the cabin, may be used for egress in addition to the cabin door and the optional cargo door. An emergency exit placard is installed below the left and right middle windows.

To open each emergency exit:

1. Lift the latch.
2. Pull out the emergency release pin and push the window out.

UNLATCHED DOOR IN FLIGHT

If the cabin door is not locked it may come unlatched in flight. This may occur during or just after take-off. The door will trail in a position approximately 3 to 4 inches open. Flight characteristics of the airplane will not be affected except for a reduction in performance. Return to the field in a normal manner. If practicable, during the landing flare-out have a passenger hold the door to prevent it from swinging open.

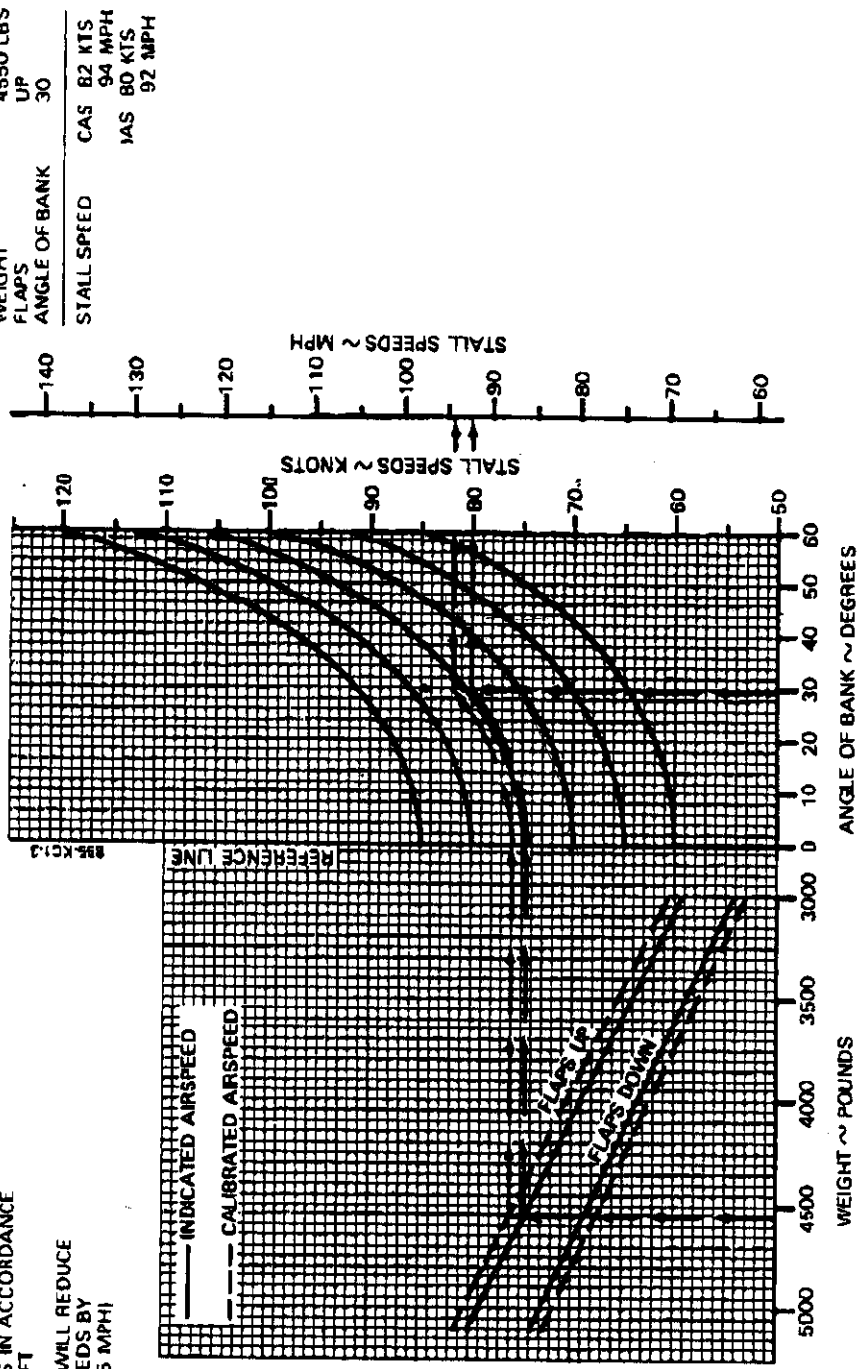
SIMULATED ONE ENGINE INOPERATIVE

ZERO THRUST (Simulated Feather)

Use the following power setting (only on one engine at a time) to establish zero thrust. Use of this power setting avoids the difficulties of restarting an engine and preserves the availability of engine power.

The following procedure should be accomplished by alternating small reductions of propeller and then throttle, until the desired setting has been reached.

STALL SPEEDS - POWER IDLE



NOTES

1 THE MAXIMUM ALTITUDE LOSS EXPERIENCED WHILE CONDUCTING STALLS IN ACCORDANCE WITH CAM 3 120 WAS 350 FT

2 ZERO THRUST CONDITIONS WILL REDUCE THE POWER OFF STALL SPEEDS BY APPROXIMATELY 4 KNOTS (5 MPH)

BEFORE TAKEOFF

1. Seat Belts and Shoulder Harnesses - CHECK
2. Parking Brake - SET
3. Fuel Boost Pumps - OFF (If ambient temperature is 90°F or above, use LOW pressure boost)
4. All Instruments - CHECKED
5. Fuel Selector Valves - CHECK (MAIN TANKS)
6. Mixture - FULL RICH (or as required by field elevation)
7. Propellers - EXERCISE AT 2200 RPM

CAUTION

When exercising propellers in their governing range, do not move the control lever aft past the detent. To do so will allow the propeller to change rapidly to the full feathered position, imposing high stresses on the blade shank and engine.

8. Loadmeters - CHECK for proper indication
9. Throttles - 1700 RPM
10. Magnetos - CHECK (Variance between individual magnetos should not exceed 50 rpm, max. drop 150 rpm)
11. Throttles - 1500 RPM
12. Propellers - FEATHERING CHECK (Do not allow an rpm drop of more than 500 rpm)
13. Throttles - IDLE
14. Friction - ADJUST
15. Trim - AS REQUIRED FOR TAKE-OFF
16. Flaps - CHECK AND SET FOR TAKE-OFF
17. Flight Controls - CHECK PROPER DIRECTION, FULL TRAVEL AND FREEDOM OF MOVEMENT
18. Doors and Windows - LOCKED
19. Parking Brake - OFF