

Beechcraft.  
**Baron E55**

(Serials TE-938, TE-943  
and after)

and

**E55A**  
Special Export  
Configuration

This book is incomplete without a current FAA Approved Airplane Flight Manual, P/N 96-590010-9 which consists of Limitations, Normal Procedures, Emergency Procedures, and Supplemental Data sections.

All FAA Approved Data must be kept in reach of the pilot during all flight operations.

**PILOT'S  
OPERATING  
MANUAL**

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LIMITATIONS

NORMAL PROCEDURES

EMERGENCY PROCEDURES

# SECTION VI

## SYSTEMS

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SERVICING

## **INDUCTION AIR**

Induction air is available from two sources, filtered ram air or alternate air. Filtered ram air enters from the intake air scoop on top of the cowling. Should the filter become obstructed, a spring-loaded door on the alternate air intake will open automatically and the induction system will operate on alternate air taken from the engine accessory section.

## **COWL FLAPS**

The cowl flap for each engine is controlled by a manual control lever located on the lower center console. The cowl flap is closed when the lever is in the up position and open when the lever is down.

## **LANDING GEAR SYSTEM**

### *CONTROL SWITCH*

The landing gear is controlled by a two-position switch on the right side of the control console. The switch handle must be pulled out of the safety detent before it can be moved to the opposite position.

### *POSITION INDICATORS*

Landing gear position lights are located above the control switch. Three green lights, one for each gear, are illuminated whenever the landing gears are down. The red light illuminates anytime one or all of the landing gears are in transit or in any intermediate position. All of the lights will be out when the gears are up. Pressing the press-to-test button on the instrument panel will verify the landing gear lamp bulbs are illuminating. The intensity of the lamps are automatically lowered for night flights when the navigation lights are turned on.

### *SAFETY SWITCH*

A safety switch on the left main strut prevents inadvertent retraction of the landing gear. Never rely on the safety switch to keep the gear down during taxi, take-off or landing roll. Always make certain that the landing gear switch is in the down position during ground operation.

### *WARNING HORN*

If either or both throttles are retarded below an engine setting sufficient to sustain flight with the landing gear retracted, a warning horn will sound intermittently. During single-engine operation, the horn can be silenced by advancing the throttle of the inoperative engine until the throttle warning horn switch opens the circuit.

### *MANUAL EXTENSION*

The landing gear can be manually extended, but not retracted, by operating the handcrank on the rear of the pilot's seat. Make certain that the landing gear handle is in the down position and pull the landing gear MOTOR circuit breaker before manually extending the gear. When the electrical system is operative, the landing gear may be checked for full down with the gear position lights, provided the landing gear RELAY circuit breaker is engaged. After the landing gear is down, disengage the handcrank. For electrical retraction of the landing gear after a practice manual extension use procedures outlined in the EMERGENCY PROCEDURES section.

If the landing gear was extended for emergency reasons do not move any landing gear controls or reset any switches or circuit breakers until the aircraft is on jacks, to prevent a gear retraction on the ground. These procedures are outlined in the EMERGENCY PROCEDURES section.