

LANDING GEAR SYSTEM

CAUTION

Never taxi with a flat strut.

The landing gear is operated through adjustable linkage connected to an actuator assembly mounted beneath the front seats. The actuator assembly is driven by an electric motor. The landing gear may be electrically retracted and extended, and may be extended manually.

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. Never operate the landing gear electrically with the handcrank engaged.

POSITION INDICATORS

The landing gear position indicator lights are located above the landing gear switch handle. Three green lights, one for each gear, are illuminated whenever the landing gear are down and locked. The red light illuminates anytime one or all of the landing gear are in transit or in any intermediate position. All of the lights will be extinguished when the landing gear are up and locked. Pressing the warning light 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

To prevent inadvertent retraction of the landing gear on the ground, a main strut safety switch opens the control circuit when the strut is compressed.

CAUTION

Never rely on the safety switch to keep the gear down during taxi or on take-off, landing roll, or in a static position. Always make certain that the landing gear switch is in the down position during these operations.

WARNING HORN

If either or both throttles are retarded below an engine setting sufficient to sustain two engine flight with the landing gear retracted, a warning horn will sound intermittently. During one 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. The landing gear handle must be in the down position and the landing gear MOTOR circuit breaker must be pulled 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.

**Section VII
Systems Description**

**BEEHCRAFT Baron B55
Serial TC-1608 thru TC-2002**

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.

BRAKES

The brakes on the main landing gear wheels are operated by applying toe pressure to the top of the rudder pedals.

CAUTION

Continuous brake application of either the pilot's or copilot's brake pedals in conjunction with an overriding pumping action from the opposite brake pedals could result in the loss of braking action on the side which continuous pressure is being applied.

The parking brake T-handle control is located just left of the elevator tab wheel on the pilot's subpanel. To set the parking brakes, pull the control out and depress the pilot's toe pedals until firm. Push the control in to release the brakes.

NOTE

The parking brake should be left off and wheel chocks installed if the airplane is to be left unattended. Changes in ambient temperature can cause the brakes to release or to exert excessive pressures.

The brakes hydraulic fluid reservoir is accessible through the nose baggage door. Fluid level is checked with the dipstick attached to the reservoir cap. The brakes require no adjustments, since the pistons move outward to compensate for lining wear.