Beechcraft Baron B55

Do Not Remove CheckMate® N7755K

BPPP ENDORSED INCORPORATED

INITIAL

Weather & Den. Alt.
Weight & Balance
Performance Req.
Flight Plan – File
Papers – A.R.O.W.
Mags – Off
Mixtures – Full Lean
Control Lock
Cowl Flaps – Open
Gear Lever – Down
BATT – On
Gear Lights – Green
Flaps – Down
Pitot Heat – Test
Stall Vanes – Test
Lights – Int. / Ext.
Fuel Gauges – True
BATT – Off

EXTERIOR SUMMARY
After Thorough Geographical Check

Fuel Quantity
Fuel Quality
Caps / Drains / Vents
Engines / Oil / Belt
Props / Air Intakes
Exhaust Systems
Cowl Flaps
Surfaces & Controls
Pitot & Static Ports
Deice Equipment
Gear / Tires / Brakes
ELT – Armed
Antennas
Baggage Doors
Ties/Chocks/Towbar
Final Walk Around

INTERIOR

Passenger Brief
Hobbs / Tach Time
Fuel Selector – Test
Fuel – On / Mains
Oxygen
Alternate Static
Emg Gear Crank-Free

START

Seat Track/Back–Lock
Circuit Breakers
Rudder Pedals
Avionics – Off
Autopilot – Off
AC – Off
Cowl Flaps – Open
Brakes

#1 Engine Start

Throttle – Slight
Prop – High RPM
Mixture – Rich
Prop – Clear
BATT – On
Beacon – On
Fuel Pump–Hi/Off
Mags – Start
Oil Pressure
ALT – On

#2 Repeat Engine Start

Mixture – As Req.
Lights – As Req.

PRE-TAXI / TAXI

Seat Belts / Harness
Flaps – Up
Heat / Vent / Defrost
Deice – Electric Test
Avionics – On
ATIS / AWOS
Altimeter
XPDR – Alt + Sqwk
ADS-B – On
Radio – Test
Brakes–Release/Test
Xfeed–Test/Fuel-On
Attitude Indic.–Test
Turn Coord. – Test
HSI To Compass - Test

RUN-UP

Brakes
Elec. Trim/Autopilot
Trim–Takeoff
Flight Controls
Instruments
Mixture - Best Power
2200 RPM
Props – Cycle
1700 RPM
Mags - Test R-L-Both
1500 RPM
Feather – Test
Gyro Pressure
Amps / Volts
Oil Pressure
Oil Temperature
Alternators
Idle – Check Closed
Friction Lock

PRE-TAKEOFF

Flaps – 0°
Props – High RPM
Mixture - Best Power
Fuel Pumps – Off
> 90°F Pumps – Low
XPDR – Alt + Sqwk
Heading Bug
AC – Off
Doors / Windows
Pitot Heat – As Req.
Deice Equip. – As Req.
Landing Light – On
Strobes – On
Time – Note
Brakes – Release

ABORT PLAN - READY!

TAKEOFF

Full Throttle
2625 RPM *Max*
Oil Pressure
Lift-Off – * 84 *(97)*
Vy – 106 *(123)*
Gear – Up

CLIMB

122 *(140)*
Throttle – 25" MP
Prop – 2500 RPM
Mixture – As Req.
Fuel Pumps – As Req.
Prop Sync – On
Yaw Damper–On
Cowl Flaps – Open
Instruments
Taxi / Land Light – Off
Flight Plan – Open

CRUISE

Throttle
Props
Mixture
Cowl Flaps – Close
Instruments
Oxygen
Fuel – Proper Tanks

DESCENT

Power – As Req.
Mixture – Richen
Fuel – On / Mains
Cowl Flaps – Close
Oxygen
Defroster
ATIS / AWOS
Altimeter
Instruments

PRE-LANDING

Brake Pedal – Test
Landing Light – On
Autopilot – Off
AC – Off
Yaw Damper – Off
Prop Sync – Off

Gas..Mains/Pumps *(As Req)*
Undercarriage....Down
Mixture....Best Power
Props.....High RPM
Flaps.....As Req.
Seatbelts...& Harness

LANDING

Gear – Down Green
Flaps – 30° *Or As Req.*
* 90 *(104)*

GO-AROUND
Power – Full
90 KIAS (104 MPH)
Positive Rate Climb
Flaps – Up
Gear – Up
Cowl Flaps – Open

AFTER LANDING

Flaps – Up
Fuel Pumps – As Req.
Cowl Flaps – Open
Landing Light – Off
Strobes – Off
Taxi Light – As Req.
Deice Equip. – Off
Pitot Heat – Off
Heater – Off
Mixture – As Req.
Trim – Takeoff
XPDR – Alt + Sqwk

SECURING

ELT – Verify Silent
Avionics – Off
AC – Off
Fuel Pumps – Off
Mixture – Full Lean
Mags – Off
BATT / ALT – Off
Lights – Off
Cowl Flaps – Close
Hobbs / Tach Time
Control Lock
Chocks
Tie Downs
Pitot Cover
Baggage Doors
Cabin Doors

Close Flight Plan

** Adjust Speed As Needed For Conditions.*
Check Your POH For Notes / Cautions Plus Manufacturer For Revisions.

Vr • Lift-Off –	84 *(97)*	**Vs$_0$** • Stall With Flaps –	73 *(84)*	**Va** • Max Abrupt *(4000 lbs)* –	139 *(160)*	**Vfe** • 15° Flaps –	153 *(176)*
Vx • Best Angle Climb –	84 *(97)*	**Vs** • Stall w/o Flaps –	79 *(91)*	**Va** • Max Abrupt *(Full Gross)* –	157 *(181)*	**Vfe** • Full Flaps –	122 *(140)*
Vxse • Best Angle 1 Eng –	91 *(105)*	**Vmca** • Min. Ctrl. 1 Eng. –	78 *(90)*	**Vno** • Max Structural Cruise –	183 *(211)*	**Vle / Vlo** Max Gear –	153 *(176)*
Vy • Best Rate Climb –	107 *(123)*	**Vsse** • 1 Eng. Intentional –	84 *(97)*	**Vne** • Never Exceed –	224 *(258)*	**X Wind** • Max Demo'd –	22 *(25)*
Vyse • Best Rate 1 Eng –	100 *(115)*	**Best Glide** *(4000 lbs)* –	106 *(122)*	**Best Glide** *(Full Gross)* –	120 *(138)*		

	KNOTS *(MPH)*	FLAPS °	– NOTES –
DEPARTURE			
Lift-Off *	84 *(97)*	0	TAKEOFF AND LAND ON MAIN FUEL TANKS ONLY W/ NO LESS THAN 13 GALLONS IN EACH MAIN TANK.
Best Angle Climb	84 *(97)*	0	
Best Rate Climb	107 *(123)*	0	
CRUISE *TAS - 10,000'*			
Economy	162 *(186)*	0	20.0" Hg – 2100 RPM – 18.4 GPH
Normal	176 *(202)*	0	20.2" Hg – 2300 RPM – 21.4 GPH
Maximum	184 *(212)*	0	20.1" Hg – 2450 RPM – 23.4 GPH
ARRIVAL			
Approach	110 *(127)*	10 - 20	17" MP – *(Initially)*
Short Final *	90 *(104)*	Full-Down	High RPM

Specs Are Approximate Because Of Environment & Plane Model / Year Variables. Specs Are In: LBS, KIAS, Sea Level, Standard Day, Normal Category, Max Gross Wt., No Wind, "Best Power", New Engine. ( ) = *MPH.*

VERTICAL SCALE = NAUTICAL MILES PER INCH: WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEPP = 15 ELA = 12

(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS DURING TAKEOFF

THROTTLES – CLOSE BOTH IMMEDIATELY
BRAKES – AS REQUIRED / STOP STRAIGHT AHEAD
** IF INSUFFICIENT RUNWAY REMAINS FOR STOPPING*
* FUEL SELECTORS – OFF
* BATT / ALT & MAGS – OFF
UNLATCH DOOR
PROTECT BODY

ONE ENGINE IMMEDIATELY AFTER TAKEOFF

Also One Engine Go-Around – Avoid If Possible

AIRSPEED – 100 KIAS *(115 MPH)* — *Until Clear Obstacles*
GEAR / FLAPS – UP — *Quality Landing Area Ahead?*
DIRECTIONAL CONTROL – MAINTAIN
IDENTIFY — *Idle Foot = Idle Engine*
VERIFY – CLOSE THROTTLE INOPERATIVE ENGINE
PROP – FEATHER INOPERATIVE ENGINE — *5° Bank & ½ Ball To Good Engine*

ONE ENGINE OUT IN FLIGHT

CONTROL AIRPLANE – MAINTAIN SAFE AIRSPEED >100 KIAS *(115 MPH)*
IDENTIFY – INOPERATIVE ENGINE — *Idle Foot = Idle Engine*
ADJUST – OPERATIVE ENGINE
THROTTLE – AS NEEDED TO MAINTAIN CONTROL

AIR START - UNFEATHERING | FUEL-ON | THROTTLE-¼ | MIXTURE-RICH *(< 5K')* | FUEL PUMP-LOW | MAGS-ON |

Prop: With Accumulators	Prop: Without Accumulators
Prop - Full Forward	Prop - Forward of Feathering Detent To Midrange - Use Starter To Unfeather
Starter - Briefly	If No Start Clear Engine By Windmill w/Mixture-Off
When Start Reduce To Low RPM	When Engine Fires - Mixture Rich
Advance Prop Slowly To High RPM	Adjust Throttle / Prop / Mixture
ALT - On	ALT - On / Oil Pressure / Fuel Pressure Fuel
Oil Pressure / Fuel Pressure	Pump - Off When Reliable Power
Mixture Rich At 1000 RPM	Warm Engine - 2000 RPM / 15"
Prop - Full Forward	

IF NO RESTART – SECURE DEAD ENGINE
| THROTTLE-RETARD | PROP-FEATHER | MIXTURE-IDLE CUTOFF | FUEL PUMP-OFF |
| FUEL-OFF | MAGS-OFF | ALT-OFF | AC-OFF | COWL FLAP-CLOSE |
COWL FLAP – AS REQUIRED OPERATIVE ENGINE
FUEL PUMP – AS REQUIRED OPERATIVE ENGINE

ONE ENGINE LANDING

SECURE INOPERATIVE ENGINE – MAINTAIN SAFE AIRSPEED
POWER – TO MAINTAIN 800 FT/MIN RATE OF DESCENT
LOWER GEAR – WHEN FIELD ASSURED
FINAL APPROACH – 90 KIAS *(104 MPH)* — *Minimum*
FULL FLAPS – WHEN COMMITTED TO LAND

BOTH ENGINES OUT / LANDING

AIRSPEED – 120 KIAS *(138 MPH)*
PROPS – FEATHER
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTORS – OFF
SQUAWK 7700
DECLARE EMERGENCY — *TWR, APP, Unicom, 121.5*
SEATBELTS / HARNESS
GEAR – DOWN — *Up If Very Rough/Soft Terrain*
FLAPS – AS NEEDED — *Full Flaps When Field Assured*
BATT / ALT / MAGS – OFF
UNLATCH DOOR & PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + BATT / ALT – OFF — *Pull CB's, Mags-On*
CABIN HEAT & AIR – OFF — *Vents – Close*
IF FIRE OUT, BATT / ALT ON ONLY IF CRITICAL — *Vents – Open*
THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
RESET CIRCUIT BREAKER(S) ONLY IF CRITICAL
OPEN PILOT'S STORM WINDOW, IF REQUIRED

ENGINE FIRE IN FLIGHT

FUEL SELECTOR – OFF TO AFFECTED ENGINE
MIXTURE – FULL LEAN / IDLE CUTOFF
PROP – FEATHER
AUX FUEL PUMP – OFF
ALTERNATOR / MAGNETOS / START SWITCH – OFF
INCREASE AIRSPEED TO EXTINGUISH – 153 *(115 MPH)* LAND ASAP
10° Flaps / Gear - Down

ENGINE FIRE DURING START

MIXTURE – FULL LEAN / IDLE CUTOFF
CONTINUE CRANKING AFFECTED ENGINE
FUEL SELECTORS – OFF
BATT / ALT – OFF
SHUTDOWN OPERATIVE ENGINE
EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT – ON
DEICING EQUIPMENT – ON
ALTERNATE INDUCTION AIR / STATIC SOURCE – AS NEEDED
CABIN HEAT & DEFROST – MAXIMUM
STRONGLY CONSIDER 180° TURN
ATTAIN HIGHER OR LOWER ALTITUDE
INCREASE ENGINE & PROP SPEED
FLAPS NOT RECOMMENDED FOR LANDING
LAND FASTER AS NEEDED

MANUAL GEAR EXTENSION

REDUCE AIRSPEED — *100-120 KIAS (115-138) Recommended*
PULL LANDING GEAR MOTOR CIRCUIT BREAKER
LOWER LANDING GEAR LEVER
REMOVE HANDCRANK COVER
HAND CRANK – APPROX. 50 COUNTERCLOCKWISE TURNS
IF ELECTRICAL SYSTEM OK – VERIFY GEAR LIGHTS & HORN

OTHER

RADIO OUT: CHECK CIRCUIT BREAKERS & VOLUME
RECYCLE ALTERNATOR SWITCH
If IFR & Still Out, Set XPDR To 7600.
(Suggested For VFR If In B, C, D Airspace.)

UNICOM: 122.7 – 122.8 – 122.95 – 123.0 – 123.05
MULTICOM: 122.9 *(CTAF)* – 122.75 – 122.85 *(Air To Air)*
F.S.S.: 122.000 To 122.675. Most Common - 122.2
EMERGENCY: 121.5

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

* *Every Plane Has A Different Empty Weight And Useful Load*

Beechcraft Baron B55 *Continental IO-470-L, 260 HP*
Serials: TC-2003 & After

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* Empty Weight:		LBS *(Specific Plane Weight)*
* Max. Useful Load:		LBS *(Including Fuel @ 6 lbs/gal)*
Max. Bag Area:	300	LBS *(Nose)*
	120	LBS *(Aft)*
Max. T.O. Weight	5100	LBS
	4990	LBS *(B55A - Reduced Weight)*

Fuel Type:	100 LL *(Blue)* / 100 *(Green)*
Usable Fuel:	106 Gallons *(136 w/ Optional Tanks)*
Oil Capacity:	12 Quarts Per Engine
Electrical:	24-28 VOLT *(OP. 2-12 VT In Series)* 50 AMP
Tire Pressure:	Nose: 48-52 PSI / Main: 50-54 PSI