

Beechcraft® Baron®

(Serials TE-938 and TE-943 thru TE-1083)

E55
And
E55A*

** Special Reduced Gross Weight Configuration*

Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

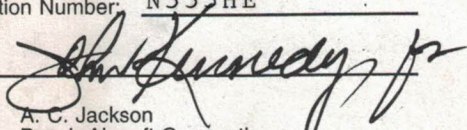
FAA Approved in the Normal Category based on CAR 3. This document must be carried in the airplane at all times and be kept within reach of the pilot during all flight operations.

This handbook includes the material required to be furnished to the pilot by CAR 3.

Airplane Serial Number: TE-1068

Airplane Registration Number: N333HE

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.

COPYRIGHT © BEECH 1994

P/N 96-590010-31
Issued: March, 1979

P/N 96-590010-31A4
Revised: July, 1994

Published By
Commercial Publications
BEECH AIRCRAFT CORPORATION
Wichita, Kansas 67201
U.S.A.

Beechcraft®
A Raytheon Company



Member of GAMA
General Aviation
Manufacturers Association

FAA APPROVED AIRPLANE FLIGHT MANUAL

LOG OF REVISIONS

Page	Description
Title Page	Updated
Page A (A4)	New
10-1 thru 10-64	Revised Section X, Safety Information (May, 1994)

A4

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

40

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

86

87

88

89

90

91

92

93

94

95

96

97

98

99

100

THANK YOU . . .

for displaying your confidence in us by selecting a BEEHCRAFT airplane. Our design engineers, assemblers and inspectors have utilized their skills and years of experience to ensure that your new BEEHCRAFT Baron E55 meets the high standards of quality and performance for which BEEHCRAFT airplanes have become famous throughout the world.

IMPORTANT NOTICE

This manual should be read carefully in order that you may become familiar with the operation of your Baron E55. Suggestions and recommendations have been made within it to help you obtain maximum performance without sacrificing economy. Furthermore, you should also be familiar with and operate your new BEEHCRAFT in accordance with the Federal Aviation Administration Approved Airplane Flight Manual and/or the FAA approved placards which are located in your BEEHCRAFT.

As a further reminder, you should also be familiar with the applicable Federal Aviation Regulations concerning operation and maintenance of the airplane and FAR Part 91 General Operating and Flight Rules. Likewise your airplane must be operated and maintained in accordance with FAA Airworthiness Directives which may be issued against your BEEHCRAFT.

The operation, care, and maintenance of your airplane after it is delivered to you is your responsibility. However, your authorized BEEHCRAFT Parts & Service Outlets will have all recommended modification, service, and operating

procedures issued by both FAA and Beech, designed to get maximum utility and safety from your airplane.

The following suggestions are furnished as an aid in the use of this manual and the method of inserting revised pages.

USE OF THE MANUAL

The Pilot's Operating Manual is designed to contain documents necessary for the safe and efficient operation of the Baron E55. The manual has been prepared in loose leaf form for ease in maintenance and in a convenient size for storage in the glove compartment. The manual has been arranged with quick reference tabs imprinted with the title of each section and contains four basic divisions: (1) the FAA Approved Airplane Flight Manual, Section I Limitations, Section II Normal Procedures, Section III Emergency Procedures; (2) Weight and Balance Section V; (3) Pilot's Operating Manual, Section IV Performance, Section VI Systems, Section VII Servicing; and (4) Supplemental Data Section VIII.

The three FAA approved sections must be in the aircraft during all flight operations. For pilot convenience, the Normal Procedures section and the Emergency Procedures section have been presented in check list form. If desired, the plastic envelopes supplied in the back of the book may be used to encase the sheets that are used most extensively.

The Weight and Balance section of the manual carries the normal loading tables for this model of aircraft. In addition, the individual Aircraft Basic Empty Weight and Balance form and Equipment Lists are stored in a plastic envelope for protective purposes.

The third basic division, the Pilot's Operating Manual, contains performance data in the form of graphs and tables, the Systems section, which contains information on the individual systems of the airplane, and Servicing section which is presented for the purpose of aiding in the care of the airplane with recommended maintenance and servicing information.

The final section of the book, Supplemental Data, includes not only the FAA approved documents that must be carried in the airplane during all flight operations, but also any additional supplemental data pertinent to the operation of the airplane. The FAA approved data, furnished by Beech Aircraft Corporation, will be listed on a Log of Revision page in the front of the section.

REVISING THE MANUAL

The second page of this manual is a "List of Effective Pages" containing a complete current listing and status of all pages i.e., Original, Revised, Reissued or those described in another section. Also, in the lower right corner of the outlined portion, is a box containing a capital letter which denotes the issue or reissue of the manual. It will be advanced one letter, alphabetically, per reissue. This letter will be suffixed by a number whenever an issue is revised and a new List of Effective Pages will be received to replace the previous one.

Following the title page of the FAA Approved Airplane Flight Manual is the Flight Manual Log of Revisions page which contains the listing of the contents of the FAA approved sections. The same procedure is used to denote reissues and revisions as in the List of Effective Pages except that when inserting a revision, the log page will be added to the manual and kept until a new reissue is received.

NOTE

Due to the large variety of aircraft configurations available through optional equipment, it should be noted that in describing and illustrating the manual, optional equipment may not be designated as such in every case. Through variations provided by custom designing, the illustrations in this manual will not be typical of every airplane.

TABULAR INDEX

SECTION I See FAA Airplane Flight Manual
LIMITATIONS Log of Revisions

SECTION II See FAA Airplane Flight Manual
NORMAL PROCEDURES Log of Revisions

SECTION III See FAA Airplane Flight Manual
EMERGENCY PROCEDURES Log of Revisions

SECTION IV 4-1
PERFORMANCE

SECTION V 5-1
WEIGHT & BALANCE

SECTION VI 6-1
SYSTEMS

SECTION VII 7-1
SERVICING

SECTION VIII
Supplemental Data 8-1
FAA Airplane Flight Manual
Supplements Log of Revision 8-3

SECTION IX
SAFETY INFORMATION 9-1

FAA APPROVED

AIRPLANE FLIGHT MANUAL

for the

Beechcraft.
Baron

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

E55

and

E55A
Special Export
Configuration

THE FAA APPROVED AIRPLANE
FLIGHT MANUAL MUST BE KEPT
WITHIN REACH OF THE PILOT
DURING ALL FLIGHT OPERATIONS.

Mfr's Serial No. TE-1068

Registration No. N333RE

FAA Approved by H. A. Schmitt

for CHESTER A. REMBLESKE
BEECH AIRCRAFT CORPORATION
DOA CE-2

Date of Approval September 10, 1973

Part No. 96-590010-9

Approved, based on CAR 3, Utility Category

TABLE OF CONTENTS

FAA REVISION LOG

SECTION I, LIMITATIONS

ENGINES . . . . .	.1-1
FUEL . . . . .	.1-1
PROPELLERS . . . . .	.1-2
ENGINE INSTRUMENT MARKINGS . . . . .	.1-2
AIRSPED LIMITATIONS . . . . .	.1-4
APPROVED MANEUVERS . . . . .	.1-4
FLIGHT LOAD FACTORS . . . . .	.1-5
WEIGHTS . . . . .	.1-5
CG LIMITS . . . . .	.1-5
PLACARDS . . . . .	.1-6

SECTION II, NORMAL PROCEDURES

PREFLIGHT CHECK . . . . .	.2-1
BEFORE STARTING . . . . .	.2-5
STARTING . . . . .	.2-6
AFTER STARTING AND TAXI . . . . .	.2-7
BEFORE TAKE-OFF . . . . .	.2-7
TAKE-OFF . . . . .	.2-8
CRUISE CLIMB . . . . .	.2-8
CRUISE . . . . .	.2-8
LEANING USING EGT . . . . .	.2-9
OPERATIONAL SPEEDS	2-10
NORMAL DESCENT	2-10

SECTION II, NORMAL PROCEDURES (Continued)

BEFORE LANDING	2-10
BALKED LANDING	2-11
AFTER LANDING	2-11
SHUT DOWN	2-11
ELECTRIC ELEVATOR TRIM	2-12
COLD WEATHER OPERATION	2-12
PREFLIGHT INSPECTION	2-12
ENGINES	2-13
EXTERNAL POWER	2-14
STARTING ENGINES	2-14
TAXIING	2-15
ICING FLIGHT	2-15
EMERGENCY STATIC AIR SOURCE	2-16
SURFACE DEICE SYSTEM	2-17
ELECTROTHERMAL PROPELLER DEICE	2-17
PROPELLER ANTI-ICE OR PROPELLER AND WINDSHIELD ANTI-ICE SYSTEM (FLUID FLOW)	2-18
PITOT HEAT AND HEATED STALL WARNING	2-19
WINDSHIELD DEFOGGING	2-19
OXYGEN SYSTEM	2-20
OXYGEN DURATION CHART	2-22

SECTION III, EMERGENCY PROCEDURES

SINGLE ENGINE OPERATION . . . . .	.3-1
DETERMINING INOPERATIVE ENGINE . . . . .	.3-2
ENGINE FIRE (GROUND) . . . . .	.3-3

SECTION III, EMERGENCY PROCEDURES (Continued)

SINGLE ENGINE PROCEDURES	3-3
ENGINE FAILURE DURING GROUND ROLL	3-3
ENGINE FAILURE AFTER LIFT-OFF	
AND IN FLIGHT	3-3
ENGINE FIRE IN FLIGHT	3-4
EMERGENCY DESCENT	3-4
MAXIMUM GLIDE TO A FORCED LANDING	3-5
SINGLE-ENGINE LANDING	3-5
SINGLE-ENGINE GO-AROUND	3-5
LANDING GEAR MANUAL EXTENSION	3-6
GEAR UP LANDING	3-6
AIR START	3-7
WITHOUT UNFEATHERING	
ACCUMULATORS	3-7
WITH UNFEATHERING	
ACCUMULATORS	3-7
SINGLE ENGINE	
OPERATION ON CROSSFEED	3-8
UNSCHEDULED ELECTRIC TRIM	3-8
SPINS	3-9
UNLATCHED DOOR IN FLIGHT	3-9
ILLUMINATION OF ALTERNATOR-OUT	
LIGHT	3-10
ICING FLIGHT EMERGENCIES	3-11
EMERGENCY STATIC AIR SOURCE	3-11
EMERGENCY STATIC AIR CORRECTIONS	3-11
SURFACE DEICE SYSTEM	3-12
ELECTROTHERMAL PROPELLER	
DEICE SYSTEM	3-12
SIMULATED SINGLE-ENGINE (ZERO THRUST)	3-13
LANDING GEAR RETRACTION AFTER	
PRACTICE MANUAL EXTENSION	3-14
EMERGENCY EXIT	3-14

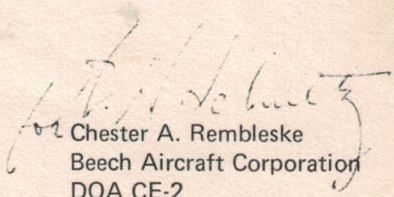


LOG OF REVISIONS

Baron E55 (TE-938, TE-943 and after)

Airplane Flight Manual, P/N 96-590010-9

All sections listed below are FAA Approved and must be in the aircraft during all flight operations.

Revision Number	Revised Page	Description of Revision
A3	i and iii	Revise Table of Contents
A3	1-8	Shift Material
A3	1-12 and 1-13	Serialize Placard Add New Placards
A3	2-5, 2-7, 2-10	Add Seats, Seat Belts and Shoulder Harnesses to Check List
A3	3-14	Add Emergency Exit Procedure
 Chester A. Rembleske Beech Aircraft Corporation DOA CE-2		

98-36084

A black bar on a revised page shows current change.

FAA Approved
Revised: 3/12/76

Log of Revision




LOG OF REVISIONS

Baron E55 and E55A Airplane Flight Manual, P/N 96-590010-9

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

All sections listed below are FAA Approved and must be in the aircraft during all flight operations.

Revision Number	Revised Page	Description of Revision
A2	2-15	Icing Flight Authorization
		 for Chester A. Rembleske Beech Aircraft Corporation DOA CE-2

98-36084

A black bar on a revised page shows current change.

FAA Approved


Revised: 1/31/75



LOG OF REVISIONS

Baron E55 and E55A Airplane Flight Manual, P/N 96-590010-9
(Serials TE-938, TE-943 and after)

All sections listed below are FAA Approved and must be in the aircraft during all flight operations.

Revision Number	Revised Page	Description of Revision
A1	2-20	Change Oxygen Duration
A1	2-22	Change Oxygen Duration
A1	3-9	Change Spin Procedure
<div> for Chester A. Rembleske Beech Aircraft Corporation DOA CE-2</div>		

98-36084

A black bar on a revised page shows current change.

FAA Approved

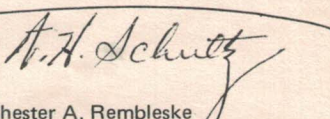
Revised: 5/27/74



LOG OF REVISIONS

Baron E55/E55A Airplane Flight Manual, P/N 96-590010-9

All sections listed below are FAA Approved and must be in the aircraft during all flight operations.

Revision Number	Revised Page	Description of Revision
A	Title	Original
A	i through iii	Original
A	1-1 through 1-11	Original
A	2-1 through 2-22	Original
A	3-1 through 3-14	Original
 for Chester A. Rembleske Beech Aircraft Corporation DOA CE-2		

98-36084

A black bar on a revised page shows current change.

FAA Approved
Issued: 9/10/73

Log of Revision