

# BE-95-55 PREFLIGHT CHECKLIST

INTERIOR	NOSE
DOCUMENTS.....ARROW	NOSE BAGGAGE DOOR.....SECURE
HOBBS.....NOTE	HEATER AIR INLETS.....CLEAR
EMERGENCY EQUIPMENT.....CHECK	NOSEWHEEL DOORS & TIRE.....CHECK
EMER GEAR CRANK.....STOWED & ACCESSIBLE	HEATER CIRCUIT BREAKER.....CHECK
MAGNETOS.....OFF	<b>LEFT WING</b>
MIXTURES.....FULL LEAN	LEFT BRAKE ASSEMBLY.....CHECK
COWL FLAPS.....OPEN	MAIN WHEEL WELL & TIRE CONDITION.....CHECK
FUEL SELECTORS.....TEST	LEFT FORWARD FUEL DRAINS.....SUMP
FUSES/CIRCUIT BREAKERS.....CHECK	LEFT ENGINE COWL FLAP.....CHECK
ELECTRICAL EQUIPMENT.....OFF	LEFT ENGINE AIR INTAKE.....CHECK
BATTERY.....ON	LEFT ENGINE COWLING CONDITION.....CHECK
FUEL GAUGES...80 GAL MIN, 10 GAL DIFFERENCE	LEFT PROPELLOR AND SPINNER.....CHECK
GEAR LIGHTS.....3 GREEN	LEFT ENGINE OIL.....10 QUARTS MIN
FLAPS.....DOWN, CHECK AND THEN UP	LEFT OIL FILLER CAP.....SECURE
LIGHTS/PITOT HEAT.....CHECK	LEFT OIL FILLER DOOR.....SECURE
STALL VANE.....CHECK	LEFT WING FUEL CAP.....SECURE
BATTERY.....OFF	LEFT WING LEADING EDGE & BOOTS.....CHECK
<b>EXTERIOR INSPECTION</b> .....CHECK FOR: HOLES FREE OF	FUEL VENT.....INSPECT FOR BLOCKAGE
BLOCKAGE, SECURE HINGES, FULL DEFLECTION OF	PITOT TUBE.....INSPECT FOR BLOCKAGE
CONTROL SURFACES, & NO SCREECHING DURING	LEFT WINGTIP CONDITION.....CHECK
<b>RIGHT WING</b>	LEFT AILERON/HINGES/TRIM TAB.....CHECK
RIGHT FLAP CONDITION.....CHECK	LEFT REAR FUEL DRAIN.....SUMP
RIGHT REAR FUEL DRAIN.....SUMP	LEFT FLAP CONDITION.....CHECK
RIGHT AILERON/AILERON HINGES.....CHECK	<b>EMPENNAGE</b>
RIGHT WINGTIP CONDITION.....CHECK	EMPENNAGE LEFT SIDE.....NO WRINKLES
RIGHT WING LEADING EDGE & BOOTS.....CHECK	CABIN AIR INLET AND OUTLET.....CHECK
RIGHT WING FUEL CAP.....SECURE	LEFT STATIC PORT.....INSPECT FOR BLOCKAGE
RIGHT PROPELLOR AND SPINNER.....CHECK	ALL ANTENNAS AND LOWER BEACON.....CHECK
RIGHT ENGINE COWLING CONDITION.....CHECK	HORIZONTAL STABILIZER CONDITION.....CHECK
RIGHT ENGINE AIR INTAKE.....CHECK	DEICE BOOTS.....CHECK FOR CUTS OR HOLES
RIGHT ENGINE COWL FLAP.....CHECK	ELEVATOR CONDITION.....CHECK
RIGHT ENGINE OIL.....10 QUARTS MIN	ELEVATOR TRIB TAB.....CHECK
RIGHT OIL FILLER CAP.....SECURE	RUDDER GENERAL CONDITION.....CHECK
RIGHT OIL FILLER DOOR.....SECURE	EMPENNAGE RIGHT SIDE.....NO WRINKLES
RIGHT FORWARD FUEL DRAINS.....SUMP	RIGHT STATIC PORT.....INSPECT FOR BLOCKAGE
MAIN WHEEL WELL & TIRE CONDITION.....CHECK	REAR BAGGAGE DOOR.....SECURE
RIGHT BRAKE ASSEMBLY.....CHECK	
	<b>DO YOU NEED.....</b>
<b>IF RENTING, YOU MUST BRING:</b>	FOGGLES/HOOD?
GOVERNMENT ISSUED ID	CHARTS/FLIGHT PLAN?
FAA MEDICAL/BASICMED CERTIFICATE	FLASHLIGHT?
PILOT CERTIFICATE	WARM CLOTHES, FOOD, WATER?
LOGBOOK/RECORD OF ENDORSEMENT	

# BE-95-55 FLIGHT CHECKLIST

V-SPEEDS	PRE-TAXI	500 FEET AGL
Vmca.....78 KNOTS	AVIONICS MASTER.....ON	PROPS/THROTTLE.....2500 RPM/25"
BEST GLIDE.....106-120 KNOTS	RADIOS.....SET	<b>ENROUTE CLIMB</b>
Vso.....73 KNOTS	WEATHER.....OBTAIN	AIRSPEED.....107-122 KIAS
Vs1.....79 KNOTS	FLIGHT INSTRUMENTS.....SET/CHECK	MIXTURE.....AS REQUIRED
Vr.....84 KNOTS	FUEL QTY.....VERIFY LEVEL CORRECT	LIGHTS.....AS REQUIRED
Vx.....84 KNOTS	GPS FLIGHT PLAN.....SET	<b>CRUISE</b>
Vxse.....91 KNOTS	LIGHTS.....AS REQUIRED	POWER.....2200-2400 RPM/20-24"
Vy.....107 KNOTS	<b>WHILE TAXIING</b>	TRIM.....AS REQUIRED
Vyse.....99 KNOTS	BRAKES.....CHECK	COWL FLAPS.....AS REQUIRED
Va.....139-157 KNOTS	TURN COORD.....CHECK	MIXTURE.....LEAN ABOVE 3000'
Vfe.....0 - 15°.....153 KNOTS	<b>RUNUP</b>	<b>DESCENT</b>
Vfe.....15 - 30°.....122 KNOTS	BRAKES.....SET/HOLD	MIXTURES.....RICH
Vno.....183 KNOTS	ELEC TRIM/AUTOPILOT.....TEST	COWL FLAPS.....CLOSE
Vne.....224 KNOTS	CONTROLS.....FREE/CORRECT	WEATHER.....OBTAIN
Approach Speed.....90-100 KNOTS	FLIGHT INSTRUMENTS.....CHECK	ALTIMETER.....SET
<b>BEFORE STARTING ENGINE</b>	MIXTURE.....RICH	LANDING LIGHT.....ON
PREFLIGHT.....COMPLETE	<b>1ST ENGINE</b>	<b>BEFORE LANDING</b>
CHOCKS.....REMOVED	THROTTLE.....2200 RPM	APP BRIEF.....COMPLETE
AVIONICS MASTER.....OFF	PROPS.....CYCLE (ONLY TO DETENT)	FUEL SELECTORS.....BOTH "ON"
AUTOPILOT.....OFF	THROTTLE.....1700 RPM	MIXTURES.....RICH
PAX BRIEF.....COMPLETE	MAG CHECK.....MAX DROP 150 RPM	GEAR.....DOWN
SEATS/RDR PDLs... ADJUSTED/LOCKED	THROTTLE.....1500 RPM	FLAPS.....AS REQUIRED
SEAT BLTS.....FASTEN/CHK LOCK	FEATHER.....TEST	PROPS.....HIGH RPM
ALL ELECTRICAL.....OFF	PRESSURE.....GREEN/NO RED BUTTON	SEATBELTS.....FASTENED
FUEL SELECTORS.....BOTH "ON"	OIL TEMP/PRESSURE.....GREEN	FINAL APP SPEED.....90-100 KIAS
BRAKES.....SET	ALTERNATORS.....CHECK LOAD/LIGHT	<b>AFTER LANDING</b>
COWL FLAPS.....OPEN	THROTTLE...IDLE, THEN 800-1000 RPM	FLAPS.....UP
MIXTURES.....RICH	<i>REPEAT PROCEDURE ON 2ND ENGINE</i>	COWL FLAPS.....AS REQUIRED
PROPS.....HIGH RPM	<b>BEFORE TAKEOFF</b>	LIGHTS.....AS REQUIRED
THROTTLES.....SLIGHT	RADIOS.....SET	DEICE EQUIP/PITOT HEAT.....OFF
MASTER SWITCH.....ON	MIXTURE.....FULL RICH	HEATER.....BLOWER
BEACON LIGHT.....ON	PROPS.....HIGH RPM	TRIM.....SET 6° NOSE UP
<b>1ST ENGINE START</b>	FUEL PUMPS...OFF (>90°F PUMPS LOW)	MIXTURE.....LEAN MAX RPM
<b>ENGINE PRIME PROCEDURE</b>	SEAT BELTS.....FASTENED	<b>SHUTDOWN</b>
FUEL PUMP.....HIGH til fuel flow + 5 sec	ANUNNCIATORS.....CLEAR	AVIONICS MASTER.....OFF
FUEL PUMP.....OFF	DEP & EMERGENCY BRIEF.....COMPLETE	ALL ELEC. SWITCHES.....OFF
PROP AREA.....CLEAR	DOOR/WINDOW.....LATCHED	BEACON.....ON
BRAKES.....HOLD	FLAPS.....0°	THROTTLES.....IDLE
STARTER.....ENGAGE	TRIM.....SET AT 6° NOSE UP	MIXTURES.....FULL LEAN/CUTOFF
<i>Once Engine Starts NOTE TIME:</i>	TRANSPONDER.....ALT & SQUAWK	MAGNETOS.....OFF
THROTTLE.....800-1000	LIGHTS.....LANDING & STROBE	BATTERY/ALTERNATORS.....OFF
OIL PRESSURE.....IN GREEN	PARKING BRAKE.....OFF	HOBBS/TIMED FLIGHT.....RECORD
ALTERNATOR.....ON	<b>TAKEOFF</b>	COWL FLAPS.....CLOSE
MIXTURE.....LEAN FOR TAXI	THROTTLE.....FULL OPEN	NOSEWHEEL.....CHOCK
REPEAT ENGINE START PROCEDURE ON	ENGINE INST.....CHECK	<b>KVPZ FREQUENCIES</b>
SECOND ENGINE	ROTATE.....84 KIAS	ASOS.....125.87.....219-531-1770
	POSITIVE RATE VSI.....GEAR UP	CTAF/UNICOM.....122.725
	Vxse.....91 KIAS	SOUTH BEND CLNC.....120.525
	Vyse.....99 KIAS	SOUTH BEND APP/DPART.....132.050

## BE-95-55 EMERGENCY CHECKLIST

POWER LOSS DURING TAKEOFF	SINGLE-ENGINE LANDING	ENGINE FIRE IN FLIGHT
THROTTLES.....CLOSE BOTH IMMEDIATELY	INOPERATIVE ENGINE.....SECURE	FUEL SELECTOR(S).....OFF
BRAKES.....AS REQUIRED/STOP STRAIGHT AHEAD	MAINTAIN SAFE AIRSPEED (AT LEAST 100 KIAS)	MIXTURE(S).....IDLE/CUTOFF
<b>ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF</b>	POWER TO MAINTAIN 800 FT/MIN RATE OF DESCENT	PROPELLOR(S).....FEATHERED
AIRSPEED.....100 KIAS	WHEN FIELD ASSURED.....LOWER LANDING GEAR	AUX FUEL PUMP(S).....OFF
MIXTURES/PROPS/THROTTLES.....FORWARD	FINAL APPROACH.....NO SLOWER THAN 90 KIAS	MAGNETO(S)/ALTERNATOR(S).....OFF
GEAR/FLAPS.....UP	FULL FLAPS.....WHEN COMMITTED TO LAND	IF FIRE IS NOT OUT, EXECUTE EMERGENCY DESCENT
DIRECTIONAL CONTROL.....MAINTAIN	<b>BOTH ENGINES OUT GLIDE/LANDING</b>	AIRSPEED 153 KIAS.....LAND ASAP
IDENTIFY INOP ENGINE/DEAD FOOT DEAD ENGINE	ESTABLISH GLIDE.....120 KIAS*	<b>CROSSFEED ONE ENGINE INOP</b>
VERIFY INOP ENGINE.....RETARD THROTTLE	PROPS.....FEATHER	USE ONLY DURING EMERGENCY IN LEVEL FLIGHT
INOP ENGINE PROP.....FEATHER	FLAPS/LANDING GEAR.....UP	LEFT ENGINE INOP:
EXECUTE EMERGENCY LANDING IN NEAREST FIELD OR NEAREST AIRPORT	COWL FLAPS.....CLOSED	RIGHT AUX FUEL PUMP.....LOW
	BEFORE LANDING:	LEFT FUEL SELECTOR.....OFF
<b>ENGINE FAILURE IN FLIGHT</b>	DECLARE EMERGENCY.....SQUAWK 7700	RIGHT FUEL SELECTOR.....CROSSFEED
AIRSPEED.....100 KIAS	LANDING GEAR.....DOWN	RIGHT AUX FUEL PUMP.....LOW OR OFF AS REQ
MIXTURES/PROPS/THROTTLES.....FORWARD	SEATBELTS/HARNESSES.....SECURE	RIGHT ENGINE INOP:
GEAR/FLAPS.....UP	DOOR.....OPEN	LEFT AUX FUEL PUMP.....LOW
DIRECTIONAL CONTROL.....MAINTAIN	*Glide ratio approximately 2 NM/1,000 feet	RIGHT FUEL SELECTOR.....OFF
IDENTIFY INOP ENGINE/DEAD FOOT DEAD ENGINE	<b>MANUAL GEAR EXTENSION</b>	LEFT FUEL SELECTOR.....CROSSFEED
VERIFY INOP ENGINE.....RETARD THROTTLE	REDUCE AIRSPEED TO 100-120 KIAS	LEFT AUX FUEL PUMP.....LOW OR OFF
OPERATIVE ENGINE.....ADJUST	PULL LANDING GEAR MOTOR CIRCUIT BREAKER	<b>ICING CONDITIONS</b>
TROUBLESHOOT: FUEL PUMP LOW, FUEL TANKS, FUEL SELECTORS, OIL PRES/TEMP, MAGS	LANDING GEAR.....DOWN	PITOT HEAT.....ON
AIR START/UNFEATHERING:	HANDCRANK COVER.....REMOVE	DEICING EQUIPMENT.....ON
<b>FUEL ON, THROTTLE 1/4 INCH, MIXTURE RICH, FUEL PUMP LOW, MAGS BOTH, PROP FORWARD, WHEN START REDUCE TO 2100 RPM THEN ADVANCE PROP SLOWLY TO CRUISE (2400 RPM)</b>	HANDCRANK...ENGAGE + 50 COUNTERCLOCKWISE TURNS	*PROP DEICE MUST BE ON TO OPERATE WINDSHIELD
IF NO RESTART, DIVERT NRST AIRPORT, SECURE ENGINE:	VERIFY GEAR LIGHTS & HORN IF ELECTRICAL SYSTEM OK	ALTERNATE STATIC SOURCE.....AS NEEDED
AFFECTED THROTTLE.....RETARD	<b>GEAR UP LANDING</b>	CABIN HEAT & DEFROST.....MAXIMUM
AFFECTED FUEL PUMP.....OFF	COWL FLAPS.....CLOSED	EXIT ICING CONDITIONS AS SOON AS POSSIBLE
AFFECTED PROP.....FEATHER	WING FLAPS.....AS DESIRED	ENGINE AND PROP SPEED.....INCREASE AS REQ
AFFECTED MIXTURE/FUEL SELECTOR.....OFF	THROTTLES.....CLOSED	FLAPS.....NOT RECOMMENDED FOR LANDING
AFFECTED MAGNETO/ALTERNATOR.....OFF	FUEL SELECTORS.....OFF	LAND.....FASTER AS NEEDED
AFFECTED COWL FLAP.....CLOSE	MIXTURES.....IDLE/CUTOFF	<b>FAILURE OF SURFACE DEICE SYSTEM</b>
	BATTERY/ALTERNATORS/MAGS.....OFF	FAILURE OF AUTO OPERATION:
	KEEP WINGS LEVEL DURING TOUCHDOWN	MANUAL SURFACE DEICE SWITCH (DO NOT HOLD MORE THAN 8 SECONDS)
	GET CLEAR OF AIRPLANE IMMEDIATELY AFTER STOPPING	FAILURE OF BOOTS TO DEFLATE:
		PULL CIRCUIT BREAKER ON LOWER LEFT PANEL

*This checklist is for training purposes only! Please refer to POH for more complete information.*