Beechcraft®

PILOT'S OPERATING HANDBOOK

and

FAA Approved

AIRPLANE FLIGHT MANUAL

THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILOT BY FAR PART 23

Beech Aircraft Corporation Wichita, Kansas

AIRCRAFT N247GC	Maintenance Status updated	DATE 8/19/2017	TOTAL TIME 277.6
	Next Maintenance Time Item Due:	100 Hour Inspection	N/A	377.6
George Nardone	Next Maintenance Calendar Item Due:	Annual Inspectiond Due:	8/30/2018	N/A
		Transponder,Pitot/Static, & Altimiter Inspection Due: 7/9/2019	
Annual Inspectiond Due: 8/30/2018		Weight & Balance Due: 8/18/2020	
100 hour Inspection Due: 377.6			

TC 1119

Beechcraft®

Baron® 95-B55

(Serials TC-371,TC-502
thru TC-1607)
(Includes Gr. Wt. Kit 55-4014)

and

95-B55A
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: TC-1119

Airplane Registration Number: N247GC

FAA Approved: [signature]

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 [illegible]tion of FAA Approved Airplane Flight Manual Supplements.

[illegible]CH 1994

[illegible] 25A5
1994

GENERAL
LIMITATIONS
EMERGENCY PROCEDURES

TC 1119

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[illegible]CH 1994

[illegible]25A5
PA[illegible]994

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SECTION I

GENERAL

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Weight & Balance		N247GC	8/19/2017
Item	**Weight (lbs)**	**Arm**	**Moment**
Lt main	1728.0	96	165888.00
Rt main	1706.0	96	163776.00
Nose	911.0	11.80	10749.80
Total With Fuel	4345.0	78.35	340413.80
Fuel Removed	816.0	83.10	67809.60
Total Without Fuel	3529.0	77.25	272604.20

Empty weight: 3529.0	Complied with aircraft re-weigh as per current Beech Barron 95-B55 Pilots Operating Handbook. New weights documented have been placed in the maintenance logbooks and a copy in the POH. Pertinent details in maintenance logs. Hour meter: 277.6, Aircraft Total Time: 4847.4
Empty Weight CG: 77.2	
Max Ramp Weight: 5121.0	
Max Take Off: 5100.0	
Max Landing Weight 5100.0	**IA 337543694 Signature** 337543694
Useful weight: 1571.0	

INTENTIONALLY LEFT BLANK

WEIGHING INSTRUCTIONS

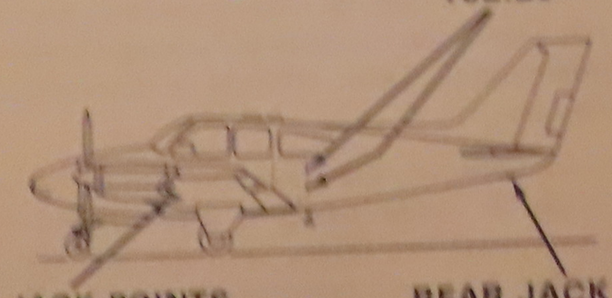
Periodic weighing of the airplane may be required to keep the Basic Empty Weight current. All changes to the airplane affecting weight and balance are the responsibility of the airplane's operator.

1. Three jack points are provided for weighing: two on the wing front spar at Fuselage Station 83.1 and one on the aft fuselage at Fuselage Station 271.0.
2. Fuel should be drained preparatory to weighing. Tanks are drained from the regular drain ports with the airplane in static ground attitude. When tanks are drained, 5.7 pounds of undrainable fuel remain in the airplane at Fuselage Station 81.6. The remainder of the unusable fuel to be added to a drained system is 35.3 pounds at Fuselage Station 78.6
3. Engine oil must be at the full level or completely drained. Total engine oil when full is 45 pounds at Fuselage Station 43.
4. To determine airplane configuration at time of weighing, installed equipment is checked against the airplane equipment list or superseding forms. All installed equipment must be in its proper place during weighing.
5. The airplane must be in a longitudinally level attitude at the time of weighing. Leveling screws are located on the left side of the fuselage at Fuselage Station 152.25 (approximately). Level attitude is determined with a plumb bob.
6. Measurement of the reaction arms for a wheel weighing is made using a steel measuring tape. Measurements are taken, with the airplane level on the scales, from the reference (a plumb bob dropped from the center of either main jack point) to the axle

center line of the main gear and then to the nose wheel axle center line. The main wheel axle center line is best located by stretching a string across from one main wheel to the other. All measurements are to be taken with the tape level with the hangar floor and parallel to the fuselage center line. The locations of the wheel reactions will be approximately at Fuselage Station 96.7 for main wheels and Fuselage Station 12.7 for the nose wheel.

7. Jack point weighings are accomplished by placing scales at the jack points specified in step 1 above. Since the center of gravity of the airplane is forward of Fuselage Station 83.1, the tail reaction of the airplane will be in an up direction. This can be measured on regular scales by placing ballast of approximately 200 pounds on the scales and attached to the aft weighing point by cable of adjustable length. The up reaction will then be total ballast weight minus the scale reading and is entered in the weighing form as a negative quantity.

8. Weighing should always be made in an enclosed area which is free from air currents. The scales used should be properly calibrated and certified.



BASIC EMPTY WEIGHT AND BALANCE

BARON B55 SER. NO. ____ REG. NO. ____ DATE ____

STRUT POSITION - NOSE MAIN JACK POINT LOCATION PREPARED BY

EXTENDED 11.8 96 FORWARD 83.1 Company ____

COMPRESSED 13.1 97 AFT 271.0 Signature ____

REACTION WHEEL - JACK POINTS	SCALE READING	TARE	NET WEIGHT	ARM	MOMENT
LEFT MAIN					
RIGHT MAIN					
NOSE OR TAIL					
TOTAL (AS WEIGHED)					
Space below provided for additions and subtractions to as weighed condition					
EMPTY WEIGHT (DRY)				46	79	78335
ENGINE OIL				47		32258
UNUSABLE FUEL						
BASIC EMPTY WEIGHT						

NOTE

Each new airplane is delivered with a completed sample loading, empty weight and center of gravity, and equipment list, all pertinent to that specific airplane. It is the owner's responsibility to ensure that changes in equipment are reflected in a new weight and balance and in an addendum to the equipment list. There are many ways of doing this; it is suggested that a running tally of equipment changes and their effect on empty weight and c.g. is a suitable means for meeting both requirements.

The current equipment list and empty weight and c.g. information must be retained with the airplane when it changes ownership. Beech Aircraft Corporation cannot maintain this information; the current status is known only to the owner. If these papers become lost, the FAA will require that the airplane be re-weighed to establish the empty weight and c.g. and that an inventory of installed equipment be conducted to create a new equipment list.

WEIGHT AND BALANCE RECORD

SERIAL NO. _____ REGISTRATION NO. _____ PAGE NO. 1

DATE	ITEM NO.		DESCRIPTION OF ARTICLE OR CHANGE	WEIGHT CHANGE ADDED (+) OR REMOVED (-)			RUNNING BASIC EMPTY WEIGHT	
	IN	OUT		WT (LBS)	ARM (IN.)	MOM/100	WT (LBS)	MOM/100

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SYSTEMS DESCRIPTION

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ANDREW'S INVENTORY BARON RANCHE 25-2009

Andy's notes, with info	K-Line extensions, 75000#		
#1 MAN (SWITCH)	Cylinder	Gate 225 (Mark)	
#2 MAN (TOW)	Bracket		44-225
Transmitter	Bracket		42-34
Auto Pilot	Bracket		32-864
Radio Transfer (KWH) (CK,RX)	Clam jaw w		32-299
Antenna Hold	Clam jaw w		32-287
Autoglide Lamp Amp	Clam jaw w		32-315-1
Autoglide Transfer	Clam jaw w		32-463
12V-w/ Synthetic Motor	Clam jaw w		
Lamp Backing Amp	Clam jaw w		32-734
Lamp Rear Motor	Clam jaw w		32-865
Autoglide Pitch actuator	Clam jaw w		32-865-6-100
Autoglide Roll Actuator	Clam jaw w		1004
Electric Vice Amp	Clam jaw w		32-709
Roll Steering (SR)	SAC		32-725
Roll Steering Indicator Lucas	SAC		3245-4863-45
Shoulder Roll	AAC		A-30-Beginner
#2 Auto heading info	Bracket		42-225
207	Bracket		32-29
	AAC 5		

AVIONICS INVENTORY BARON N247GN TC-1119

AUDIO PANEL with MB	PS ENGINEERING	7000BT
#1 NAV/COM/GPS	GARMIN	GNS 530/WAAS
#2 NAV/COM	BENDIX	KX-155
Transponder	BENDIX	KT-74
Auto Pilot	CENTURY III	1C404
Radio Coupler VOR/LOC/GS	CENTURY III	1C388
Altitude Hold	CENTURY III	1C407
Autopilot Comp Amp	CENTURY III	1C515-1
Glideslope Coupler	CENTURY III	1C493
EFIS w Synthetic vision	ASPEN PRO MAX	EFD1000
Gyro Slaving Amp	CENTURY III	1C714
Gyro flux valve	CENTURY III	1B495
Autopilot Pitch actuator	CENTURY III	1C469-6-292
Autopliot Roll Actuator	CENTURY III	N/A
Electric Trim Amp	CENTURY III	1C709
Roll Steering GPS	DAC	GDC31
Roll Steering Isolation Coupl	DAC	1049-4801-01
Encoder ALT	AKC	A-30 digitizer
#2 NAV heading Info	BENDIX	KI-203
ELT	NARCO	ELT-10

AVIONICS INVENTORY BARON N247GN TC-1119

Digital clock w USB	MID CONT	MD93
Fuel Flow	JPI	450FS
Graphic Engine Monitor	INSIGHT GEMINI	1200C
4 Place intercom Jacks		
Standy Atitude Ind	vacuum	

EQUIPMENT LIST

Paint and Interior	EAST COAST AIRCRAFT	2013
Engine Air Filters	Bracket	BA-7605
Engine Oil Filters	Airwolf	AFC-K008
Propellers 3 Blade	Hartzell	PHC-C3YF-2UF
LEFT S/N EB4275A		
RIGHT S/N EB4290A		
Engines	Continental	IO-470L
LEFT IO-470-L 11B S/N 292950-R		
RIGHT IO-470-L 21B S/N 297525-R		

Audio Panel with MB	PS Engineering	7000BT
# 1 NAV/COM/GPS	Garmin	GNS 530/WAAS
#2 NAV/COM	Bendix	KX-155
Transponder	Bendix	KT-74
Autopilot	Century III	1C404
Radio Coupler VOR/LOC/GS	Century III	1C388
Altitude Hold	Century III	1C407
Autopilot comp Amp	Century III	1C515-1
Glideslope Coupler	Century III	1C493
Attitude Gyro #1	ASPEN	EFD 1000
Gyro Slaving Amp	Century III	1C714
Gyro flux Valve	Century III	1B495
Autopilot Pitch actuator	Century III	1C469-6-292
Autopilot Roll actuator	Century III	N/A
Electric trim Amp	Century III	1C709
Roll Steering GPS	DAC	GDC31
Roll Steering Isolation Coupler	DAC	1049-4801-01
Encoder Altitude	ACK	A-30 digitizer
#1 Heading indication	ASPEN	EFD 1000
#2 NAV heading information	Bendix	KI-203
ELT	Narco	ELT-10
Eng Air filters	Bracket	BA-7605
Eng oil filters remote mount	Airwolf	AFC-K008
Propellers	Hartzell	PHC-C3YF-2UF
INSIGHT G4	INSIGHT	GEM 1200C

FAA Identification N247CE
Airplane Serial No. TC-1119

Hartzell Propeller, Inc.
AIRPLANE FLIGHT MANUAL SUPPLEMENT
For
Beech Model 95-55, 95-A55, & 95-B55 Landplanes

THIS SUPPLEMENT MUST BE ATTACHED TO THE FAA APPROVED AIRPLANE FLIGHT MANUAL WHEN HARTZELL PROPELLERS PER STC SA126CE ARE INSTALLED. APPLICABLE WITH CONTINENTAL IO-470-L ENGINES INSTALLED. INFORMATION CONTAINED HEREIN SUPPLEMENTS OR SUPERSEDES CORRESPONDING INFORMATION IN THE BASIC AIRPLANE FLIGHT MANUAL.

I LIMITATIONS

C. Propellers:

Two Hartzell constant-speed, full feathering, three-bladed propellers.

Hubs: HC-A3XF-2B or PHC-A3XF-2B or HC-A3VF-2B or PHC-A3VF-2B

Blades: 7636D or V7636D

Spinner Assembly: 836-36 or 836-37

Governor: 210355 or 210438

Pitch Settings at 30 inch station: Low 13.0° to 13.5°
High 84.0° to 86.0°

Diameter: 76½ inches maximum, no cut-off permitted.

G. Flight Load Factors:

At design gross weight: 4880 pounds - Models 95-55 & 95-A55
5100 pounds - Model 95-B55

Maneuver: Positive 4.06 "g"
Negative 2.77 "g"

Gust: Same as Basic Manual.

(The reduction in maneuver load factors to those shown in the basic Airplane Flight Manual is to compensate for the additional weight of the Hartzell propellers.)

II PROCEDURES

B. Emergency Procedures:

1. Single-engine procedures and speeds are identical to those in the basic Airplane Flight Manual.

FAA APPROVED
DATE 9/10/71
Revised: 8/30/73
Revised: 2/13/76

HARTZELL PROPELLER, INC.
350 WASHINGTON AVE.
PIQUA, OHIO
FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR
BEECH MODELS 95-55, 95-A55, 95-B55, 95-B55A, & 95-B55B
WITH HARTZELL PROPELLERS PER STC SA795CE

REG. NO. N2476C

SER. NO. TC-1119

THIS DOCUMENT MUST BE ATTACHED TO THE FAA APPROVED AIRPLANE FLIGHT MANUAL WHEN HARTZELL PROPELLERS ARE INSTALLED PER STC SA795CE. INFORMATION CONTAINED HEREIN SUPPLEMENTS OR SUPERSEDES CORRESPONDING INFORMATION IN THE BASIC AIRPLANE FLIGHT MANUAL.

I. LIMITATIONS

C. PROPELLERS:

1. Hartzell constant-speed, three-bladed propeller (85 lbs. @ Station +18, or 89 lbs. for propellers designated "U").
   Hubs: PHC-C3YF-2 or PHC-C3YF-2F or PHC-C3YF-2U or PHC-C3YF-2UF
   Blades: C7663-2R or FC7663-2R
   Spinner: C-3567-1 (5 lb. @ Station +18)
   Governor: Woodward 210355, B210438 or 210666
   Pitch Settings at 30 inch station: Low 13.5° - High 84°
   Diameter: Not over 76 inches, not under 74.5 inches.

OR

2. Hartzell constant-speed, two-bladed propeller (62 lbs. @ Station +18, or 66 lbs. for propellers designated "U").
   Hubs: BHC-C2YF-2CH or BHC-C2YF-2CHU or DHC-C2YF-2CH or DHC-C2YF-2CHU or BHC-C2YF-2CHF or BHC-C2YF-2CHUF or DHC-C2YF-2CHF or DHC-C2YF-2CHUF
   Blades: C8465-6 or FC8465-6
   Spinners: C-2285-1 or C-2285-6 (5 lbs. @ Station +18)
   Governor: Woodward 210355, B210438 or 210666
   Pitch Settings at 30 inch station: Low 16.0° - High 80°
   Diameter: Not over 78 inches, not under 76.5 inches.

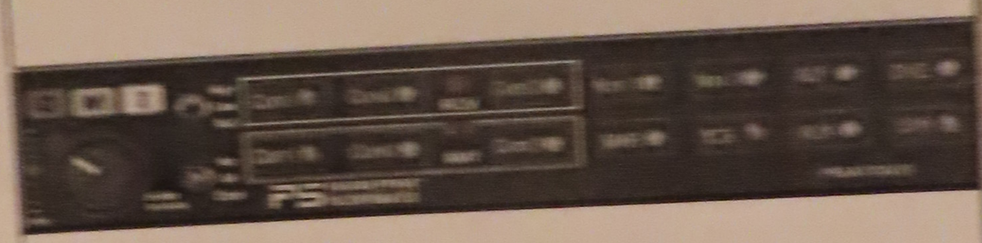
FAA APPROVED Richard A. Paul
FOR Keith D. Anderson, Chief
Eng. & Mfg. Br. Great Lakes Region
Des Plaines, Illinois
Date: 2/13/76

ENGINEERING®
INCORPORATED

PMA7000B-Series

Audio Selector Panel
Marker Beacon Receiver and
Stereo Intercom System

Flying Never Sounded So Good™



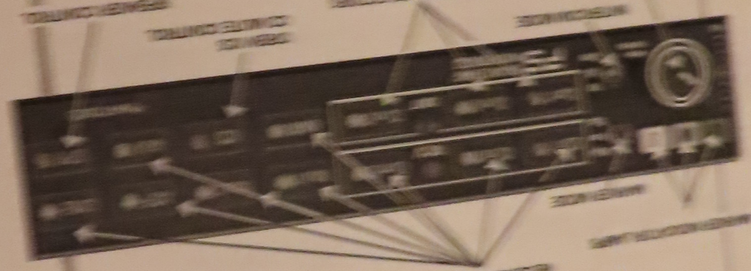
Pilot's Guide
And
Operation Manual

Patent Nos. 4,341,167; 5,903,277; 6,160,498; 6,493,459
FAA-Approved TSO C50c, C35d
JAA-Approved JTSO 2C35d, C50c
2002-7R0-00001 Revision 6 May 22009
For units above Serial Number 000000

OPERATION

SCOPE

This section provides instructions for the operation of the MULTIMEDIA Power Switch (EMS-FM) Safe Operation. Please read the entire section carefully before attempting to operate the MULTIMEDIA Power Switch (EMS-FM) Safe Operation. Failure to follow the instructions in this section may result in damage to the equipment or injury to the user.



MULTIMEDIA Power Switch (EMS-FM) Safe Operation

Power Switch (EMS-FM) Safe Operation is a multi-channel, 3-channel CTV "SAC" power switch for a computer, video monitor, and two power amplifiers. Operation of the switch is controlled by the user via the front panel.

The power switch is intended for indoor use only. Do not use the switch outdoor or in a wet environment.

Microphone (XMT) Selection (All models)

This section is applicable only to the microphone transmitter.

[illegible]

2.3 System Software

This AFMS/AFM is applicable to the software versions shown in Table 1.

The Main and GPS software versions are displayed on the start-up page immediately after power-on.

Software Item	Approved Software Version *(or later FAA approved versions for this STC)*	
	SW version	As displayed on unit
Main SW Version	5.03	5.03
GPS SW Version	5.0	5.0

Table 1 – Required Equipment

2.4 Navigation database

GPS/SBAS based IFR enroute, oceanic, and terminal navigation is prohibited unless the flight crew verifies and uses a valid, compatible, and current navigation database or verifies each waypoint for accuracy by reference to current approved data.

"GPS", "or GPS", and "RNAV (GPS)" instrument approaches using the Garmin navigation system are prohibited unless the flight crew verifies and uses the current navigation database. GPS based instrument approaches must be flown in accordance with an approved instrument approach procedure that is loaded from the navigation database.

Discrepancies that invalidate a procedure should be reported to Garmin International. The affected procedure is prohibited from being flown using data from the navigation database until a new navigation database is installed in the aircraft and verified that the discrepancy has been corrected. Navigation database discrepancies can be reported at FlyGarmin.com by selecting "Aviation Data Error Report." Flight crew and operators can view navigation database alerts at FlyGarmin.com then select "NavData Alerts."

If the navigation database cycle will change during flight, the flight crew must ensure the accuracy of navigation data, including suitability of navigation facilities used to define the routes and procedures for flight. If an amended chart affecting navigation data is published for the procedure, the database must not be used to conduct the procedure.

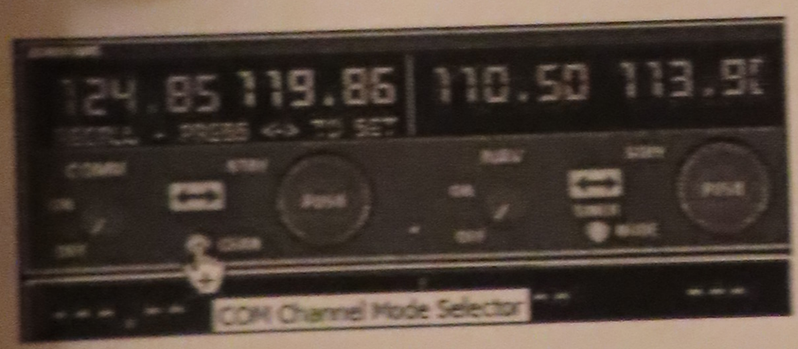
COM TRANSCEIVER

Rotate the On/Off knob clockwise from the OFF position to turn the unit on. The left portion of the digital display readout is allocated for COM ACTIVE and COM STANDBY frequencies.

Select the desired operating frequency in the standby display by rotating the Frequency Select knobs either clockwise or counterclockwise. A clockwise rotation will increment the previous frequency while a counterclockwise rotation will decrement the previous frequency. The outer knob will change the MHz portion of the standby display. At one band-edge (118 or 136 MHz) the following 1 MHz change will wrap around to the other band-edge. The inner knob will change the kHz portion of the standby display. It will change in increments of 50 kHz. The frequency wrap around at the edge of the band is also utilized when incrementing or decrementing the kHz portion of the standby display.

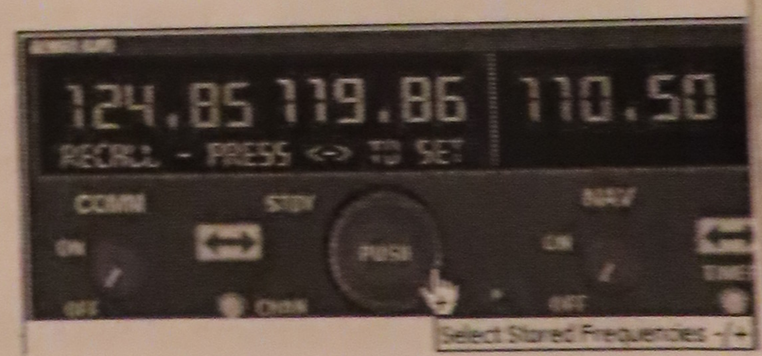
To tune the radio to the desired operating frequency, the desired frequency must be entered into the standby display and then the transfer button must be pushed. This will trade the contents of the active and standby displays. The transceiver is always tuned to the frequency appearing in the ACTIVE display. It is therefore possible to have two different frequencies stored in the ACTIVE and STANDBY displays and to change back and forth between them at the simple push of the transfer button.

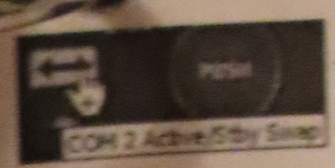
A non-volatile memory stores up to 32 programmable channels.



Pressing the Channel Button (CHAN) once will change the display mode to Channel Recall mode. The standby frequency will change color to green and the first stored number in memory will be displayed.

Rotate the outer COM frequency selector knob clockwise (up) or counterclockwise (down) to select each of the 32 stored frequencies. →





← Finally, press the Transfer button to recall the stored frequency.

It will automatically exit the channel mode if no channel is selected within 7 seconds after entering the channel selection mode.

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For use with Microsoft Flight Simulator only. Not to be used in real world aviation.

SECTION X
SAFETY INFORMATION
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ENGINE LOG
REPAIRS - ADJUSTMENTS
SIGNATURE
LICENSE NUMBER
TOTAL TIME
TIME IN AIR
TIME ON GROUND
LOG BOOK ENTRY
Skytech, inc.
LOG BOOK SUPPLEMENT
A/C MAKE: Beech
Serial # TC-1119
PRIMARY: Matterhorn White (Dupont)
SECONDARY: None
TRIM: 00265 Sky Blue (Dupont)
TRIM: 00151 Flight Blue (Dupont)
CUSTOM PAINTED BY: East Coast Aircraft Painting, Inc. Phone: (772) 519-3067
The aircraft was stripped, etched, alodined, primed and painted with the above following primary flight controls surfaces primary and secondary were removed before painting of aircraft. The aircraft registration number was changed from N5911S on aircraft. The aircraft controls were checked for balance then both primary and secondary were performed to manufactures manuals and specifications END.
Signature
License #
East Coast Aircraft Painting
98-37854