

Beech D95A Normal Operations

Pre Start

- 1. Club Folder and Hobbs Verified
- 2. Required Documents..... On board & valid
- 3. Passenger briefing..... Completed
- 4. Seats and belts.....Locked and secure *
- 5. Controls.....Free and correct
- 6. Circuit breakers..... All in
- 7. Electrics..... Off
- 8. Alternators..... Off
- 9. Avionics emergency..... Off
- 10. Avionics master Off
- 11. Gear selectorDown
- 12. Battery On, Gear locked
- 13. Fuel QuantitiesChecked
- 14. Fuel selectorsOn Aux.
- 15. Flaps.....Up
- 16. Cowl flaps Open
- 17. Beacon.....On

Cold Engine Start

- 1. Mixtures Full rich
- 2. Propellers Full fine
- 3. Throttles Set
- 4. Boost pumps..... Checked & primed
- 5. Left engine(start) Started
- 6. Oil Pressure Normal
- 7. Left Suction..... Normal
- 8. Left Alternator.....On
- 9. Right engine(start) Started
- 10. Oil pressure Normal
- 11. Right Suction Normal
- 12. Right alternatorOn, Load split
- 13. Engine gauges Normal

Hot or Flooded Start

- 1. Mixtures Full rich
- 2. Propellers Full fine
- 3. Throttles Full forward
- 4. Boost Pumps Checked & primed
- 5. Mixtures Idle cut off
- 6. Throttles Set
- 7. Left engine(start) Started
- 8. Oil pressure Normal
- 9. Left Suction..... Normal
- 10. Left Alternator.....On
- 11. Right engine(start) Started
- 12. Oil Pressure Normal
- 13. Right Suction Normal
- 14. Right alternatorOn, Load split
- 15. Engine gauges Normal

* Both Pilots respond - Memory items

Post Start

- 1. Avionics masterOn
- 2. PN-101 On and slave set
- 3. Electrics..... On (as req’ d)
- 4. ELTChecked
- 5. Instrument panel.....Panel checked
- 6. Radios Radios checked
- 7. Left fuel selectorOn crossfeed
- 8. BrakesChecked
- 9. Fuel crossfeedChecked
- 10. Instruments.....Checked

Run up

- 1. Parking brake Set
- 2. Fuel selectors Quantity checked, on mains
- 3. Mixtures Full rich
- 4. Propellers Full fine
- 5. Engine gauges Normal
- 6. Throttles2200
- 7. Engine gauges Normal
- 8. Suction Normal
- 9. PropellersExercised
- 10. Throttles2000
- 11. Magnetos.....Checked
- 12. MixturesChecked
- 13. Alternators.....Checked
- 14. Alternate airsChecked
- 15. Throttles1500
- 16. Feather.....Checked
- 17. Throttles Idle checked

SPEEDS		
Normal	Takeoff	85mph 74Knots
	Climb at 50 ft	100mph/87Knots
	Vx	83mph /72knots
	Vy	103mph/89.3
	Cruise Climb	140mph/121 Knots
Landing	Approach	91mph/80Knots
	Touchdown	75 mph/65Knots
One Engine	Vyse	108mph/94Knots
	Vxse	98 mph/85Knots
	Vmc	80 mph/69.5Knots
	Best Glide	120mph/104Knots

Pre-Takeoff

- 1. Seats & belts Locked & secure *
- 2. Controls..... Free
- 3. Trims Three set
- 4. Fuel selectorsQuantity checked, on Mains
- 5. Alternate airs Off
- 6. Flaps..... Set for takeoff
- 7. Cowl flaps Open
- 8. Circuit breakers..... All in
- 9. Alternate static Checked and off
- 10. Magnetos.....Both on both
- 11. Alternators.....On
- 12. Mixtures Full rich
- 13. Propellers Full fine
- 14. Altimeters..... _____ set
- 15. Clock..... _____checked
- 16. Heading indicators Checked & set
- 17. Rear windows.....Closed & locked
- 18. Cabin doors & windows.....Closed & locked *
- 19. Boost pumps.....On
- 20. Landing light On (if req’ d)
- 21. Pitot heat On (if req’ d)
- 22. TransponderOn Alt _____
- 23. Heading indicatorChecked on runway

Post Takeoff

- 1. GearUp
- 2. Flaps.....Up
- 3. Power Set(25”MP and 2450)
- 4. Boost pumps..... Off
- 5. Landing light Off

Cruise

- 1. Cowl flaps Set
- 2. Fuel Tanks switch to AuxIf Aux used
- 3. Power Set
- 4. Mixture Set

Cruise Settings 70%					
Alt	Mp	Gph	Rpm	TAS	IAS
SL	23.4	20	2400	149	149
2000	22.8	20	2400	152	148
4000	22.4	20	2400	155	146
6000	21.9	20	2400	157	144
8000	21.5	20	2400	160	142
10000	WOT	18	2400	157	135
(Speeds in Knots)					

Pre-Landing

- 1. Seats & belts Locked & secure
- 2. Parking brake Off
- 3. Mixtures Full rich
- 4. Propellers2500
- 5. Magnetos.....Both on both
- 6. Electrics..... On (as req’ d)
- 7. Boost pumps.....On
- 8. Fuel selectors Quantity checked, on mains
- 9. Landing light On (if req’ d)
- 10. Gear Down & locked

Short Final

- 11. GUMP(s)..... Complete

Post Landing Clear of Runway

- 1. Visually Identify Flap Handle Identified
- 2. FlapsUp
- 3. Cowl flaps Open
- 4. Boost pumps..... Off
- 5. Minimum electrics Set
- 6. TransponderStandby

Shut Down

- 1. Parking brake Set
- 2. Throttles1100
- 3. ELTChecked
- 4. Electrics..... Off
- 5. Avionics master Off
- 6. Battery..... Off
- 7. Alternators..... Off
- 8. Throttles Idle
- 9. Live/dead mag.....Checked
- 10. Mixtures Idle cut off
- 11. Magnetos off

Beech D95A Emergency Operations

Rejected Takeoff Before Lift-off

- 1. -Throttles closed
 - 2. -Braking maximum
 - 3. -Stop.....on remaining runway
- If there is insufficient runway to stop:
- 4. -Switches (master and alternators).....off
 - 5. -Fuel Selectors off

Rejected Takeoff - Airborne

- 1. -Throttles..... as required, then off
 - 2. -Braking maximum
 - 3. -Stop.....on remaining runway
- If there is insufficient runway to land and stop:
- 4. -Switches (master and alternators)off
 - 5. -Fuel Selectors off

Engine Failure - Continuing Takeoff

- 1. -ControlYaw and roll.
- 2. -Attitudeto control airspeed
- 3. -Power full
- 4. -Drag retract flaps and gear
- 5. -Identify.....retard throttle on suspected engine
- 6. -Feather propeller on failed engine
- 7. -Mixtureico on failed engine
- 8. -Climb at best S/E climb speed
- 9. -Trimrudder, elevator, ailerons

Complete Failed Engine Shutdown Checklist

Engine Failure ..Cruise

- 1. -Control Adverse yaw and roll
 - 2. -Attitude..... altitude... (airspeed above Vyse)
 - 3. -Power to climb power
 - 4. -Dragconfirm flaps and gear retracted
 - 5. -Identify.....retard throttle on suspected engine
 - 6. -Check for Fireif no fire
 - 7. -Causecheck fuel pressure
..... boost pumps on
..... check fuel quantity
..... switch fuel tank as req=d
..... alternate air both on
..... magnetos on
 - 8. -Testadvance throttle on affected engine.
- If engine does not re-start --- 9 to 10**
- 9. -Feather prop control to feather detent
 - 10. -MixtureIdle cut-off

Complete Failed Engine Shutdown Checklist

* Both Pilots respond - Memory items

Failed Engine Shutdown Checklist

- 1. Throttle.....closed on failed engine
 - 2. Prop control.....feather detent
 - 3. Mixture controlidle cut-off
 - 4. Drag.....confirm flaps and gear as req=d
 - 5. Cowl flap..... closed
 - 6. Boost pump off
 - 7. Magnetosoff (one at a time)
 - 8. Alternator off
 - 9. Fuel selector off
 - 10. Reduce electrical load
Monitor condition of remaining engine
- Declare an emergency**
Land at nearest suitable airport

Precautionary Engine Shutdown

- 1. Throttle.....closed on failed engine
 - 2. Prop control.....feather detent
 - 3. Mixture controlidle cut-off
 - 4. Drag.....confirm flaps and gear as req=d
 - 5. Cowl flap..... closed
 - 6. Boost pump off
 - 7. Magnetosoff (one at a time)
 - 8. Alternator off
 - 9. Fuel selector off
 - 10. Reduce electrical load
Monitor condition of remaining engine
- Declare an emergency
Land at the nearest suitable airport

Engine Restart In Flight

- 1. Fuel Selector on main or aux.
- 2. Magnetoson
- 3. Boost pumpon
- 4. Mixture controlidle cut-off
- 5. Throttle..... open 2 inch
- 6. Propeller control..... move into governing range
- 7. Once engine is wind-milling, advance mixture to the full rich position.
- 8. Warm up engine at 2000 RPM and 15" MAP
- 9. Alternatoron
- 10. All cockpit switches and controls normal.

Engine Fire on Start-up

- 1. -Mixtureidle cut-off
 - 2. -Throttle full open
 - 3. -Crankingcontinue
- If fire continues longer than a few seconds
- 4. -Fuel selectorsboth off
 - 5. -Mixture controlsboth idle cut-off
 - 6. -Switches off
 - 7. -Evacuate the aircraft
- Extinguish the fire with ground equipment if practical.

Engine Fire in Flight

- 1. -Fuel selector..... off
- 2. -Mixtureidle cut-off
- 3. -Propeller..... feather
- 4. Boost pump off
- 5. Magneto switch off
- 6. Alternator off

If fire continues, consider increasing airspeed in an attempt to extinguish it.
Declare an emergency and indicate intentions.
Expedite your approach to the nearest suitable landing area.

Cabin Fire

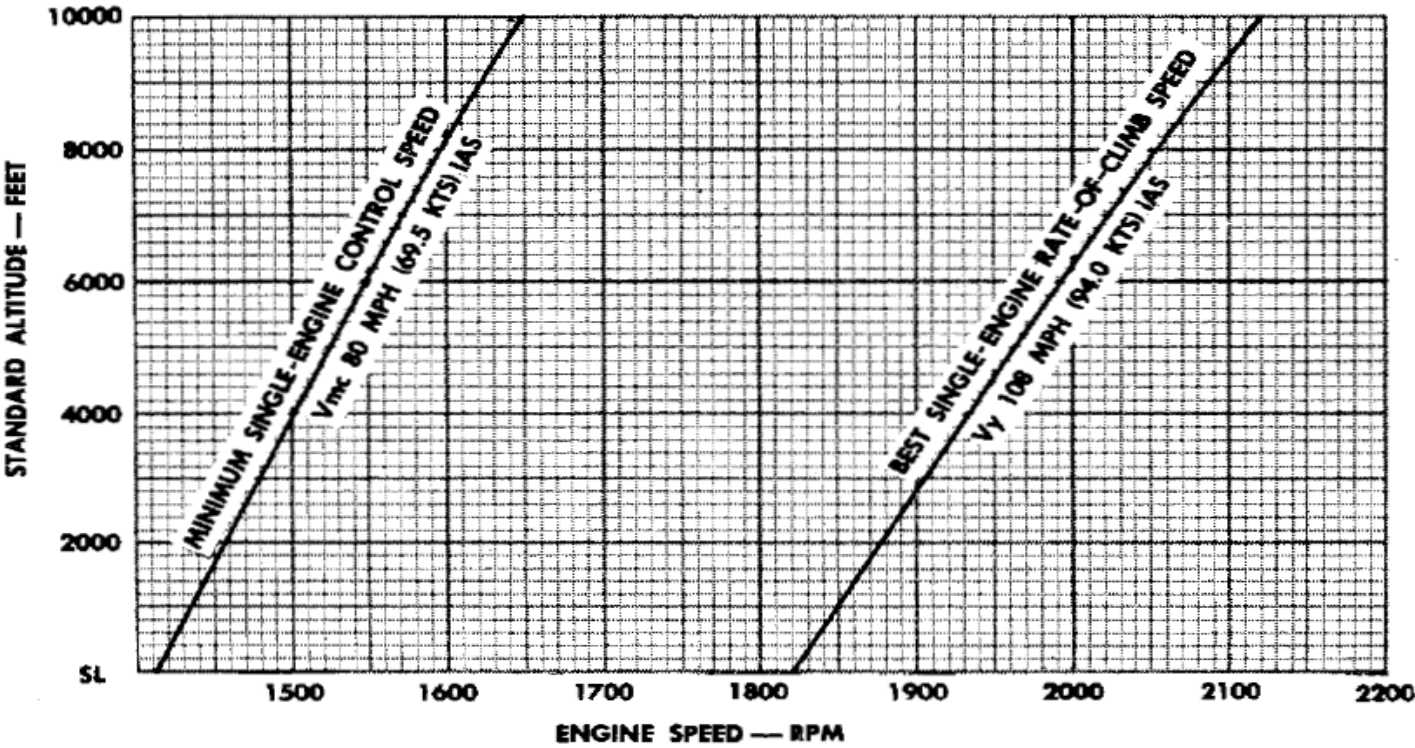
- 1. -Vents close
- 2. -Extinguisher..... activate if necessary.
(Get assistance from passengers if needed).
- 3. -Ventilate the cabin
- 4. Landas soon as practicable.
- 5. Inspect for damage.

Landing Gear Manual Extension

Reduce speed to 120 KIAS or less.

- 1. Landing gear motor circuit breaker.....pulled
- 2. Landing gear selectordown
- 3. Engage the hand- crank and turn counter-clockwise as far as possible (approx. 50 turns).
- 4. Check mechanical indicator to ascertain that the gear is down.
- 5. If electrical system is operative, check gear position light and warning horn.
- 6. Disengage hand-crank.

Engine RPM For Simulated ZERO thrust.



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