

EMERGENCY AIRSPEEDS (5500 LBS)

One-Engine-Inoperative Best Angle-of-Climb (V_{XSE}) . . .	95 kts
One-Engine-Inoperative Best Rate-of-Climb (V_{YSE}) . . .	101 kts
Air Minimum Control Speed (V_{MCA})	84 kts
One-Engine-Inoperative Enroute Climb	101 kts
Emergency Descent	152 kts
One-Engine-Inoperative Landing (5400 lbs):	
Maneuvering to Final Approach	107 kts
Final Approach (Flaps Down) (30°)	95 kts
Intentional One-Engine-Inoperative	
Speed (V_{SSE})	88 kts
Maximum Range Glide	115 kts

WARNING

The stall warning horn is inoperative when the battery and alternator switches are turned off.

ONE-ENGINE-INOPERATIVE PROCEDURES

CONTROLLABILITY VS. AIRSPEED

Airspeed is the single most important factor in maintaining airplane control during single engine operations. The airplane can be safely maneuvered or trimmed for normal hands-off operation and sustained in this configuration by the operative engine AS LONG AS SUFFICIENT AIRSPEED IS MAINTAINED.

OBTAINING THE BEST SINGLE-ENGINE CLIMB PERFORMANCE

To obtain best single-engine climb performance with one engine inoperative, the airplane must be banked 3° to 5° into the operative engine while maintaining a constant heading.

DETERMINING INOPERATIVE ENGINE

The following checks will help determine which engine is inoperative:

1. **DEAD FOOT - DEAD ENGINE** - The rudder pressure required to maintain directional control will be on the side of the operative engine.
2. **THROTTLE** - Partially retard the throttle for the engine that is believed to be inoperative; there should be no change in control pressures or in the sound of the engine if the correct throttle has been selected. **AT LOW ALTITUDE AND AIRSPEED THIS CHECK MUST BE ACCOMPLISHED WITH EXTREME CAUTION.**

Do not attempt to determine the inoperative engine by means of the tachometers or the manifold pressure displays. These displays often indicate near normal readings.

ENGINE FAILURE DURING GROUND ROLL

1. **Throttles****CLOSED**
2. **Braking** **AS REQUIRED TO ACHIEVE STOPPING DISTANCE**

If emergency shutdown is warranted:

3. **Fuel Selectors****OFF**
4. **Magnetos****OFF**
5. **Alternators****OFF**
6. **Batteries****OFF**

ENGINE FAILURE AFTER LIFT-OFF AND IN FLIGHT

An immediate landing is advisable regardless of take-off weight. Continued flight cannot be assured if take-off weight exceeds the weight determined from the TAKE-OFF WEIGHT graph. Higher take-off weights will result in a loss of altitude while retracting the landing gear and feathering the propeller. Continued flight requires immediate pilot response to the following procedures.

1. Landing Gear and Flaps UP
2. Throttle (inoperative engine) CLOSED
3. Propeller (inoperative engine) FEATHER
4. Power (operative engine) AS REQUIRED
5. Airspeed MAINTAIN SPEED AT ENGINE
FAILURE (101 kts MAX.) UNTIL
OBSTACLES ARE CLEARED

NOTE

The most important aspect of engine failure is the necessity to maintain lateral and directional control. If airspeed is below V_{MCA} (84 kts), reduce power on the operative engine as required to maintain control. Refer to Section 10, SAFETY INFORMATION for additional information regarding pilot technique.

After positive control of the airplane is established:

6. Secure inoperative engine:
 - a. Mixture Control CUT OFF
 - b. Fuel Selector OFF
 - c. Fuel Boost Pump OFF
 - d. Magnetos OFF
 - e. Alternator OFF

- f. Alt LoadMONITOR
- g. Nonessential Electrical Equipment.OFF AS
REQUIRED
(to reduce load on operative alternator)
- h. Alternator BUS TIE
(ties the side with the functional alternator to the inoperative side)
- i. Alt LoadMONITOR
- j. Nonessential Electrical Equipment.ON AS
REQUIRED
(maintain load limits of operative alternator)
- k. Cowl FlapCLOSED

ENGINE FIRE

ON THE GROUND

- 1. Mixture Controls CUT OFF
- 2. Starter (affected engine)..... CONTINUE TO CRANK
- 3. Fuel Selector ValvesOFF
- 4. MagnetosOFF
- 5. AlternatorsOFF
- 6. BatteriesOFF
- 7. Exit airplane and move to a safe distance.

IN FLIGHT

Shut down the affected engine according to the following procedure and land immediately. Follow the applicable one-engine-inoperative procedures in this section.

- 1. Fuel Selector ValveOFF
- 2. Mixture Control CUT OFF
- 3. Propeller FEATHERED
- 4. Fuel Boost PumpOFF
- 5. MagnetosOFF
- 6. AlternatorOFF

Search Tail Number, Make, Model ...

 >> BEECHCRAFT >> G58 BARON >> N325GC



 Photos (10)



N325GC - 2007 BEECHCRAFT G58 BARON

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AIRCRAFT SUMMARY

General

Year	2007
Manufacturer	BEEHCRAFT
Model	G58 BARON
Serial Number	TH-2204
Registration #	N325GC
Condition	Used
FlightRules	IFR
Based at	KLAL
Description	156 hrs SNEW Manufacture Engines, Fresh Annual, G1000 Avionics, Long Range Fuel, Comfort Plus Digital Climate Control / Air Conditioning, Known Ice Certified, Corporately Owned and Maintained by Banyan, KFXE.

Airframe

Total Time	1827
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Airframe Notes

Aircraft Delivered in
November 2008
Always Hangared
Two Owners Since
New

Engine 1

**Engine 1
Manufacturer**

CONTINENTAL

Engine 1 Model

IO550

Engine 1 Time

157

**Engine 1 Time
Since**

SNEW

**Engine 1 Time
Between Overhaul**

1700

Engine 2

**Engine 2
Manufacturer**

CONTINENTAL

Engine 2 Model

IO550

Engine 2 Time

157

**Engine 2 Time
Since**

SNEW

**Engine 2 Time
Between Overhaul**

1700

Props

Prop Notes

Hartzell Electro-
Thermal De-Ice 3
Blade Aluminum
Alloy 77" Diameter

Constant Speed Full
Feathering with
Synchronizer
Polished Spinners

Avionics

Avionics/Radios

ADS-B Compliant
Garmin G1000 Fully
Integrated Glass
Panel GDU 1040
Primary Flight
Display GDU 1045
Multi-Function
Display GPS/Comm
1- Garmin GIA 63W
WAAS Enabled TSO
C145a / LPV / LNAV
/ VNAV GPS/Comm
2- Garmin GIA 63W
WAAS Enabled TSO
C145a / LPV / LNAV
/ VNAV Nav 1-
Garmin GIA 63W
VOR/ILS/LOC Nav
2- Garmin GIA 63W
VOR/ILS/LOC EIS-
engine indication
advisories on MFD
or PFD in
reversionary mode
AHRS 1- Garmin
GRS 77 Attitude
Heading and
Reference System
(AHRS)
Magnetometer -
GMU 44 ADC 1-
GDC 74A MOD 1
Digital Air Data
Computer AFCS-
GFC 700 three-axis
Auto Pilot and Flight
Director GMA 1347-
Audio Panel with 6
Place ICS. GDL 69A-
XM Satellite weather
and radio reception.
Active Traffic System
TAWS B- integrated
Class-B terrain
awareness and
warning system
w/worldwide terrain
Radar- GWX-68
Digital 4 Color,
Vertical Profile
Weather Radar

Garmin SafeTaxi
Back Up Attitude
Indicator, Altimeter &
Airspeed Indicator
Emergency Locator
Transmitter (ELT) -
Artex ME406 Hand-
held Microphone &
Cockpit Speaker

Additional Equipment

A/C

Yes

**Additional
Equipment**

Landing and Position
Lights LED Strobe
Lights Long Range
Fuel (194 Gallons
Usable) Privacy
Windows Factory Air
Conditioning FIKI -
Flight in Known Icing
Package Upgraded
Factory Paint Rosen
Sun Visors Pilot
Relief Tube 100 Amp
Alternators Co-Pilot
Brakes ATC
Clearance Replay
Switch Control
Wheel Digital
Chronometer

Exterior

Exterior

Logos Will Be
Removed Prior To
Delivery

Interior

Number of Seats

6

Interior

Six Seats with Club
Seating and
Executive Writing
Desk

Inspection Status

Inspection Status

No Damage History

INTERESTED IN OPERATING COSTS?



has the answer

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VIEW SIMILAR AIRCRAFT

**N793RG**

BEECHCRAFT G58 BA...

**N211CP**

BEECHCRAFT G58 BA...

**N58HG**

BEECHCRAFT G58 BA...

**N96HE**

BEECHCRAFT G58 BA...

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