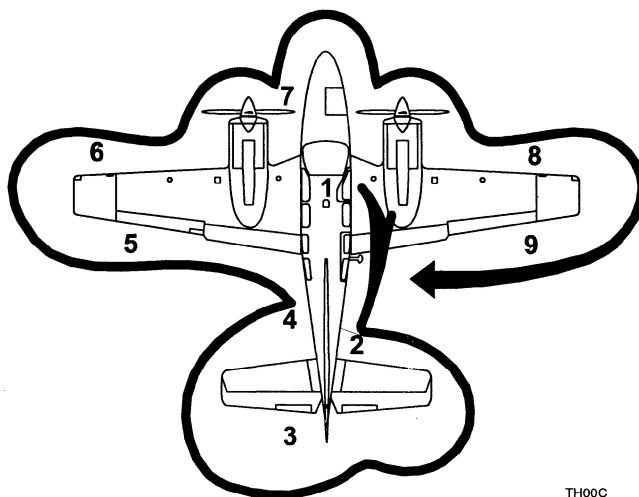


Section IV
Normal Procedures

Raytheon Aircraft

Beech Baron 58

PREFLIGHT INSPECTION



TH00C
020335AA.AI

1. COCKPIT

- a. Control Locks REMOVE AND STOW
- b. Parking Brake SET
- c. All Switches OFF
- d. Trim Tabs SET TO ZERO
- e. Oxygen CHECK

NOTE

A bottle pressure of 1850 psig at 15°C is fully charged (100% capacity). Read duration directly from Oxygen Duration Chart when bottle is full.

Raytheon Aircraft

Beech Baron 58

Section IV

Normal Procedures

2. RIGHT FUSELAGE
 - a. Load DistributionCHECK AND SECURED
 - b. Static PortCLEAR OF OBSTRUCTIONS
 - c. ELT (aft fuselage installations) ARMED
3. EMPENNAGE
 - a. Control Surfaces, Tabs and Deice Boots . . . CHECK
(condition, security and attachment)
 - b. Tail Cone, Tail Light and Rudder Beacon . . . CHECK
 - c. Tie DownREMOVE
4. LEFT FUSELAGE
 - a. Cabin Air InletCLEAR OF OBSTRUCTIONS
 - b. Cabin Air OutletCLEAR OF OBSTRUCTIONS
 - c. Static PortCLEAR OF OBSTRUCTIONS
 - d. All Antennas and Lower Beacon CHECK
5. LEFT WING TRAILING EDGE
 - a. Fuel Sump Aft of Wheel Well. DRAIN
 - b. Fuel VentsCHECK UNOBSTRUCTED
 - c. FlapsCHECK GENERAL CONDITION
 - d. Aileron CHECK
(condition and freedom of movement,
tab neutral when aileron neutral)
6. LEFT WING LEADING EDGE
 - a. Lights and Deice Boots . . CHECK FOR CONDITION
 - b. Stall Warning Vane CHECK FOR FREEDOM
OF MOVEMENT
 - c. Fuel CHECK QUANTITY/SECURE CAP(S)
(always check wing tip tank first (if installed); do not re-
move inboard cap if fuel is visible in tip tank)
 - d. Wing Tip Tank Sump (if installed) DRAIN
 - e. Fuel Sight Gage CHECK
 - f. Tie Down, ChocksREMOVE

Section IV

Raytheon Aircraft

Normal Procedures

Beech Baron 58

- g. Engine Oil. CHECK QUANTITY/SECURE
CAP AND DOOR
- h. Engine Cowling and Doors.CHECK
CONDITION AND SECURITY
- i. Landing Light (if tip tanks are installed)CHECK
- j. Engine Air IntakeREMOVE COVER,
EXAMINE FOR OBSTRUCTIONS
- k. Propeller. EXAMINE FOR NICKS, SECURITY,
OIL LEAKS, AND CONDITION
OF DEICE BOOTS
- l. Cowl FlapCHECK
- m. Wheel Well Doors, Tire,
Brake Line and Shock StrutCHECK
- n. Landing Gear Uplock Roller
and Downlock MechanismCHECK
(for freedom to rotate)
- o. Fuel Drains. DRAIN
- 7. NOSE SECTION
 - a. Wheel Well Doors, Tire and Shock StrutCHECK
 - b. Pitot(s)REMOVE COVER,
EXAMINE FOR OBSTRUCTIONS
 - c. Taxi LightCHECK
 - d. Heater Air InletsCLEAR
 - e. Oxygen.CHECK
 - f. Baggage DoorSECURE
- 8. RIGHT WING LEADING EDGE
 - a. Wheel Well Doors, Tire,
Brake Line, and Shock Strut.CHECK
 - b. Landing Gear Uplock Roller
and Downlock MechanismCHECK
(for freedom to rotate)
 - c. Cowl FlapCHECK

Raytheon Aircraft

Beech Baron 58

Section IV

Normal Procedures

- d. Fuel DrainsDRAIN
- e. Engine OilCHECK QUANTITY/SECURE
CAP AND DOOR
- f. Engine Cowling and DoorsCHECK CONDITION
AND SECURITY
- g. Landing Light (if tip tanks are installed) CHECK
- h. PropellerEXAMINE FOR NICKS,
SECURITY, OIL LEAKS, AND
CONDITION OF DEICE BOOTS
- i. Engine Air Intake REMOVE COVER,
EXAMINE FOR OBSTRUCTIONS
- j. Fuel Sight Gage CHECK
- k. Fuel CHECK QUANTITY/SECURE CAP(S)
(always check wing tip tank first (if installed); do not re-
move inboard cap if fuel is visible in tip tank)
- l. Wing Tip Tank Sump (if installed) DRAIN
- m. Tie Down and ChocksREMOVE
- n. Lights and Deice Boots .. CHECK FOR CONDITION
- 9. RIGHT WING TRAILING EDGE
 - a. AileronCHECK CONDITION
AND FREEDOM OF MOVEMENT
 - b. Fuel VentsCHECK UNOBSTRUCTED
 - c. Fuel Sump Aft of Wheel Well. DRAIN
 - d. FlapsCHECK GENERAL CONDITION
 - e. Utility DoorsSECURE

NOTE

Check operation of lights if night flight is anticipated.