MEMORANDUM FOR RECORD

Beechcraft Baron B55 Pilots Operating Handbook
Section III – Emergency Procedure – Engine Failure

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 (100 KTS (115 MPH) MAX.) UNTIL OBSTACLES ARE CLEARED

After positive control of the airplane is established:

6. Secure inoperative engine:
 a. Mixture Control - IDLE CUT-OFF
 b. Fuel Selector - OFF
 c. Fuel Boost Pump - OFF
 d. Magneto/Start Switch - OFF
 e. Generator/Alternator Switch - OFF
 f. Cowl Flap - CLOSED
7. Electrical Load - MONITOR (Maximum load of 1.0 on remaining engine)

NOTE

The most important aspect of engine failure is the necessity to maintain lateral and directional control. If airspeed is below 78 kts (90 mph), reduce power on the operative engine as required to maintain control.