100-HOUR OR ANNUAL LONG FORM INSPECTION

1. GENERAL

The owner or operator is responsible for maintaining the airplane in an airworthy condition, including compliance with all applicable Airworthiness Directives as specified in Part 39 of Title 14 Code of Federal Regulations (14 CFR). It is further the responsibility of the owner or operator to ensure that the airplane is inspected in conformity with the requirements covered in 14 CFR Parts 43.15 and 91.409 (f) (3). These 14 CFR Parts cover the requirements concerning the Inspection Guide to assist the owner/operator in meeting the foregoing responsibilities. This Inspection Guide is not intended to be all inclusive, for no such guide can replace the good judgement of a certified airframe and power plant mechanic in the performance of his duties. As the one primarily responsible for the airworthiness of the airplane, the owner or operator should select only qualified personnel to maintain the airplane.

WARNING: Warning: Any maintenance requiring the disconnection and reconnection of flight control cables, plumbing, electrical connectors or wiring requires identification of each side of the component being disconnected to facilitate correct reassembly. At or prior to disassembly, components should be color coded, tagged or properly identified in a way that it will be obvious how to correctly reconnect the components. After reconnection of any component, remove all identification tags. Check all associated systems for correct function prior to returning the airplane to service.

2. SPECIAL CONDITIONS CAUTIONARY NOTICE

The time periods for the inspections noted in this schedule are based on normal usage under average environmental conditions. Airplanes operated in humid tropics, or in cold, damp climates, etc., may need more frequent inspections for wear, corrosion, lubrication, and/or lack of maintenance. Under these adverse conditions, perform periodic inspections in compliance with this guide at more frequent intervals until the owner or operator can set his own inspection periods based on the contingencies of field experience.

NOTE: The required periods do not constitute a guarantee that the item will reach the period without malfunction, as the aforementioned factors cannot be controlled by the manufacturer.

This inspection program, in accordance with 14 CFR Parts 43 and 91, consists of, but is not limited to, inspection items listed in this Inspection Guide, any applicable Airworthiness Directives issued against the airframe or any equipment installed therein and conformity to Type Certificate Data Sheet as applicable.

Material contained in this guide, including the inspection intervals, may be changed at any time by the owner/operator, with prior notification and approval of the local FAA General Aviation District Office, when warranted by service experience or engineering recommendations. Information contained herein is applicable to all Baron 55, 56TC and 58 series airplanes covered in this Inspection Guide except where differences are indicated by serial effectivity.

While the Inspection Guide may be used as an outline, detailed information of the many systems and components in the airplane will be found in the various sections of the Maintenance/Shop Manual and the pertinent supplier publications. It is also recommended that reference be made to the applicable maintenance handbooks, service instructions, Beech and Hawker Beechcraft service bulletins, applicable FAA regulations and publications, and supplier bulletins and specifications for torque values, clearances, settings, tolerances, and other requirements. In the final analysis, it is the responsibility of the owner/operator to ensure that the airframe and power plant mechanic inspecting the airplane has access to the previously noted documents as well as to this Inspection Guide.

NOTE: Any time an airplane is repainted or touched up, inspect all placards and decals to assure that they are not covered with paint, are easily readable, and are securely attached. Replace any placards that have been inadvertently defaced or removed.

In addition to the inspections prescribed by this schedule, the altimeter system and all ATC transponders MUST be tested and inspected at 24-month intervals in compliance with the requirements specified in 14 CFR Parts 91.411, and 91.413.

A complete inspection of the airplane must be accomplished within each 12-month period for compliance with the Title 14 Code of Federal Regulations. The time periods for inspections stated in this inspection guide should NEVER be exceeded by more than 10 hours, and then only if the additional time is required to reach a place where the inspection can be satisfactorily accomplished. However, the additional time used must be deducted from the next inspection time. If 10 hours were used to reach the inspection facility, the next inspection would be due in 90 hours for the next 100-hour inspection with no extension allowed.

An airplane must receive a complete (100-hour, annual, or complete continuing care inspection) inspection every 12 months regardless of the hours flown. The inspections completed during a 12-month period can be deleted from the items to be inspected. Rubber goods such as fuel lines are recommended to be changed at five year periods regardless of airplane time.

NOTE: All electrical systems operational inspections are to be made using an external power source capable of delivering and maintaining 28.25 volts ± 0.25 volts DC.

Neither reissues or revisions are automatically provided to the holder of this manual. For information on how to obtain reissues or revisions applicable to this manual, refer to the latest revision of the Hawker Beechcraft Corporation Service Bulletin No. 00-2001 or visit our web site at http://pubs.hawkerbeechcraft.com., then select Subscription Services Information.

Additional publications are listed in the current Electronic Directory of Catalogs and Services (EDOCS) CD-ROM (P/N 994-32808). For Information on these publications contact the Technical Manual Distribution Center (TMDC) at 1-800-796-2665 or (316) 676-8238, fax (316) 671-2540, or visit our web site at http://pubs.hawkerbeechcraft.com., then select Searchable Publications Status and Price List.

Additional publications are listed in the current Publications Price List (P/N 118556). Contact your nearest Hawker Beechcraft Service Center for information on these publications or visit the Publications price list web site at http://pubs.hawkerbeechcraft.com.

The Interactive Maintenance Library (IML) contains selected Manuals in a digital format. This manual, along with others, is available on CD-ROM. Optional paper copies of the manuals on the CD-ROM are available for purchase.

Hawker Beechcraft Corporation issues service information for the benefit of owners and operators in the form of two classes of Service Bulletins. MANDATORY (Red Border) Service Bulletins are changes, inspections or modifications that could affect safety. The factory considers compliance with these Service Bulletins mandatory. OPTIONAL (No Border) Service Bulletins cover changes, modifications, improvements or inspections which may benefit the owner. Due to the wide range of information covered by the OPTIONAL Service Bulletin, each owner or operator is responsible for conducting a thorough review of each OPTIONAL Service Bulletin to determine if compliance is required based on the applicability of the OPTIONAL Service Bulletin to his particular set of operating conditions. It is the responsibility of the owner or operator to ensure that all Beech and Hawker Beechcraft Service Bulletins which are pertinent to his particular operation are complied with.

3. REFERENCE MATERIAL

Baron E55 and 58 Series Electrical Wiring Diagram Manual P/N 96-590010-15.

Baron B55 Series Electrical Wiring Diagram Manual P/N 96-590011-15.

Baron 55 and 58 Wiring Diagram Manual P/N 96-590010-39.

Baron G58 Electrical Wiring Diagram Manual P/N 58-590001-3.

Baron 58 Series Electrical Wiring Diagram Manual P/N 96-590011-29.

Baron 55, A55, B55, C55, D55 and 58 Model Maintenance Manual P/N 55-590000-13F or subsequent.

Baron 56TC Shop Manual P/N 96-590003-5B or subsequent.

WARNING: During the performance of this inspection the airplane will be placed on three-point jacks. Ensure the landing gear is down and locked before removing the airplane from the jacks.

4. SCHEDULED INSPECTION PROCEDURES

1. As each item is inspected, the responsible person will make entries as required and will initial in the space provided in the right column.
2. When the inspection is complete, the person making the inspection will sign the form in the space provided.

OWNER'S NAME		ADDRESS	
IDENTIFICATION NUMBER	**SERIAL NUMBER**	**AIRPLANE HOURS**	**DATE INSPECTION COMPLETED**
LEFT ENGINE SERIAL NUMBER	**LEFT ENG HOURS**	**RIGHT ENG HOURS**	**RIGHT ENGINE SERIAL NUMBER**
SERVICING AGENCY	**CITY**		**STATE**

A. OPERATIONAL INSPECTION

	MECH		INSP
	LH	RH	
(1) AUXILIARY FUEL PUMP - Check pump for proper operation, unusual noise and fluctuations.			
(2) STARTERS - Check for proper operation, unusual noises and dragging. Check starter energized light (if installed) and/or load meter to ensure starter disengagement when the starter switch is released.			
(3) FUEL FLOW - Check for proper fuel flow limits and fluctuations.			
(4) CYLINDER HEAD TEMPERATURE - Check for proper operation, temperature and fluctuations.			
(5) ALTERNATOR/GENERATOR - Check for proper output and unusual noises.			
(6) PROPELLER OPERATION - Cycle propeller and check for proper rpm drop and smoothness of operation.			
(7) PROPELLER DEICER - Check for proper operation and amperage drawn on ammeter.			
(8) OIL PRESSURE AND TEMPERATURE - Check for proper pressure, temperature limits and unusual fluctuations.			
(9) MAGNETOS - Check the performance of the magneto by performing the MAGNETO DROP-OFF CHECK specified in the applicable Pilot's Operating Handbook.			
(10) POWER CHECK - Check per the applicable Pilot's Operating Handbook.			
(11) ALL ENGINE CONTROLS - With the engine running, check for proper operational limits, engine response and rigging. Check friction locks for proper operation.			
(12) PROPELLER GOVERNORS - Check for proper governor operation and feathering.			

		MECH		INSP
		LH	RH	
(13)	AIR CONDITIONER - Operate the air conditioner and verify that the air scoop moves to the ground position when turned on and returns to the retracted position when turned off. Check for proper operation and unusual noise.			
(14)	FLIGHT INSTRUMENTS - Check for condition and proper operation. Check gages for proper reading.			
(15)	DEICER (Surface) - Check for proper operation and cycling.			
(16)	IDLE RPM AND MIXTURE SETTINGS - Check for both proper rpm and mixture settings. Check controls for freedom of operation.			
(17)	IGNITION SWITCH - Rotate the ignition switch through the OFF position to the extreme limit of switch travel; if the engine stops firing, the switch is normal. If the engine continues to run with the switch held against the OFF stop, it is an indication that one magneto is still “hot” or ungrounded. When the switch is released, it should automatically return to OFF and the engine should stop running. However, any ignition switch exhibiting this abnormal condition should be replaced.			
(18)	IDLE CUT-OFF - Check for proper operation and freedom of movement.			
(19)	HEATING AND VENTILATING SYSTEM - Check for proper operation, heat and airflow output. Check controls for freedom of operation.			
(20)	FUEL QUANTITY GAGES - Check for proper operation and unusual fluctuations.			
(21)	FUEL TANK SELECTOR - Check for proper placarding, proper operation and feel for positive detent.			
(22)	ALL LIGHTS - Check for condition, attachment, cracked or broken lenses. Check switches, knobs and circuit breakers for looseness and operation.			
(23)	STALL WARNING SYSTEM - Check for proper operation and heating of the unit.			
(24)	RADIO OPERATION - Insure panel mounted units are securely installed. Check for proper operation and security of switches and knobs. Inspect all installed Mic and Phone jacks for proper operation and security.			
(25)	FLAPS - Check for noisy operation, full travel and proper indication.			
(26)	PITOT HEAT - Check for proper heating of the unit.			
(27)	BRAKES - Check for condition and wear, ease of operation and proper release of the parking brake. Check for unusual brake chatter.			

	MECH		INSP
	LH	RH	
(28) EMERGENCY LOCATOR TRANSMITTER a) (TH-1 thru TH-2244 except airplanes modified by Kit 36-3049) - Check for proper operation. Tune radio to 121.5 MHz on VHF or 243 MHz on UHF, then turn ELT switch to ON and monitor for one signal. Turn ELT switch OFF, then place in ARM position. b) (TH-2245 and After and airplanes modified by Kit 36-3049) - Check for proper operation. Tune radio to 121.5 MHz on VHF or 406 MHz on UHF, then turn ELT switch to ON for about one second, then back to the ARM position. The receiver should voice about three audio sweeps.			
(29) OXYGEN SYSTEM - Functionally check the oxygen system for proper operation. Check the oxygen bottle shutoff valve for proper operation.			
(30) SWITCHES, CIRCUIT BREAKERS - Check for proper operation.			
(31) FLIGHT CONTROLS, TRIM CONTROLS AND TRIM INDICATOR - Check freedom of movement and proper operation through full travel with and without flaps extended. Check electric trim controls for operation.			
(32) PROPELLER ANTI-ICER (Alcohol) - Check that the lines are unobstructed. Check for discharge of anti-ice solution from all tubes and/or outlets.			
(33) INSTRUMENT AIR - Check for proper operation of the instrument air system by operating one engine at a time and verifying that the instrument air gage indications are proper and that the source fail indicators on the gages so equipped properly indicate source failure on the side of the inoperative engine.			
(34) TACHOMETER ACCURACY CHECK - EFFECTIVITY - All airplanes with Hartzell Single-Acting Propellers (Ref. Hartzell Propellers Inc. Service Letter HC-SL-61-185, Revision 1 or subsequent).			

B. POWER PLANT

	MECH		INSP
	LH	RH	
NOTE After the first 25 hours of engine operating time, a new, remanufactured or newly overhauled engine should be given a 100-hour inspection including draining and renewing of oil.			
(1) SPARK PLUGS - Clean, inspect, re-gap, test and replace as necessary. Tighten spark plugs to proper torque and check ignition harness condition and for proper attachment.			
(2) COMPRESSION - Perform differential compression test.			

	MECH		INSP
	LH	RH	
(3) PLUMBING - Inspect plumbing and associated accessories for condition (such as cracks and fraying) and attachment. Check plumbing clearance and secure against possible chafing.			
(4) ENGINE OIL SUMP - Check for cracks, leaks, proper fluid level, deformation and security.			
(5) OIL DIPSTICK - Check the dipstick for rust and general condition. Inspect the dipstick tabs for security and that the tabs are not bent.			
(6) OIL SUMP DRAINS AND SCREENS - Clean screens, check for holes in the screens and for obstructions. Check for metal particles or foreign matter on screens and filters. Check for proper torque after installation.			
(7) DRAIN PLUGS - Check for leaks and security.			
(8) OIL COOLER - Check oil cooler, lines and fittings for condition, security, chafing and leaks.			
(9) PROPELLER AND MOUNTING BOLTS - Check for condition and security. Check the tip of the blades for evidence of lightning strikes. If there is evidence of lightning strikes, consult the propeller manufacturer, the engine manufacturer and Hawker Beechcraft Corporation. Inspect the blades for cracks, dents, nicks, scratches, erosion, corrosion, security and movement in the hub.			
(10) PROPELLER SPINNER - Check for deformation, security and cracks.			
(11) PROPELLER HUB - Check for cracks, excessively leaking seals and condition. Check propeller dome pressure.			
(12) PROPELLER ACCUMULATOR - Check pressure (located in nacelle).			
(13) ALTERNATOR/GENERATOR - Check for condition and attachment. Check wiring for proper attachment and possible chafing. Check for unusual noise.			
(14) ALTERNATOR (Prestolite or Delco Remy only) - Remove and disassemble the alternator as necessary to inspect the rotor shaft bearings for condition and replace if necessary. Refer to Hawker Beechcraft Service Instruction No. 0546-359 Rev II or subsequent.			
(15) STARTER - Check for condition, attachment and chafed or loose wires.			
(16) ALTERNATOR/GENERATOR BELT - Check for proper tension and worn or frayed condition. Check tension adjustment bolt for tightness.			
(17) MAGNETOS - Refer to the applicable Slick or TCM magneto manufacturer's manual.			
(18) IGNITION HARNESS - Inspect for fraying and attachment.			
(19) CYLINDERS AND BAFFLES - Check cylinders and exhaust manifold for obvious leaks, security and cracks, check baffles for cracks and security. Check cylinders for broken cooling fins and loose or missing base nuts.			
(20) EXHAUST SYSTEM - Check for deformation, security, cracks, leaks, loose or missing nuts and clamps. Check for thin wall condition which may occur due to normal internal erosion on stacks which have long service time.			

	MECH		INSP
	LH	RH	
(21) FIREWALL - Check for wrinkles, damage or cracks. Check all electrical and control access holes for proper sealing.			
(22) HOSE AND DUCTS - Check all fuel, oil and air hose or duct for leakage, cracks, deterioration and damage. Check fittings for security.			
(23) ENGINE ACCESSORIES - Check for condition, security and leaks. Check wiring, hoses and tubes for chafing, security and leaks.			
(24) ENGINE MOUNTS - (TC-350; TE-1 thru TE-1201; TH-1 thru TH-1610 without Hawker Beechcraft Kit No. 58-9007-1S or new engine mount P/N 96-910010-67) - Check for cracks (refer to Hawker Beechcraft Service Bulletin No. 2362), corrosion and security. Inspect rubber cushions, mount bolts and nuts, and grounding straps for condition and security.			
(25) PROPELLER GOVERNOR - Check for leaks and control arm for security.			
(26) ENGINE CONTROLS - Check controls and associated equipment for condition, attachment, alignment and rigging. Remove cable connection bolts and check for wear each 300 hours.			
(27) ELECTRICAL WIRING AND EQUIPMENT - Check for condition, security and signs of chafing (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-04-00, 001, ELECTRICAL WIRING - ROUTINE INSPECTIONS).			
(28) PRESSURE PUMP INTAKE FILTER - Check for condition and security. Refer to 5-10-00 in the Baron 55 and 58 Maintenance Manual or the Overhaul and Replacement Schedule in Section 15 of the Baron 56TC Shop Manual for additional information.			
(29) OIL SEPARATOR (Vacuum System) - Clean the screen by back flushing or submerge in solvent and blow dry with shop air. Check for condition, mounting and proper operation. Install the screen and check for security. Inspect for cracks.			
(30) AIR CONDITIONER COMPRESSOR - Check for security and attachment. Check refrigerant level and for oil leaks. (See 21-50-00 in the Baron 55 and 58 Maintenance Manual or Section 2 in the Baron 56TC Shop Manual). Check belt for tension and worn or frayed condition.			
(31) INDUCTION AIR FILTER - Replace induction air filter after three years, five cleanings or 500 flight hours; whichever occurs first (Ref. Baron 55 and 58 Maintenance Manual, Chapter 12-20-00, 201). Replace with a new air filter that is FAA approved for the airplane installation (Ref. AD 84-26-02, Amendment 39-4966).			
(32) INDUCTION SYSTEM AND ALTERNATE AIR - Check flexible air ducts for delamination of the inner lining. Check the alternate air valve for blockage, security, cracks, operation and wear.			
(33) FUEL INJECTION CONTROL VALVE - Clean the screen and check for damage. Install screen and check for leaks.			
(34) FUEL INJECTION SYSTEM - Inspect all fuel injection components, lines and fittings for evidence of fuel leaks, fraying and cracking.			

	MECH		INSP
	LH	RH	
(35) VACUUM RELIEF VALVE - Clean and inspect filter, check for the security of attachment.			
(36) ELECTRIC PROPELLER DEICER - Check for service damage to the deicer heaters, brush rods, springs and brushes. Check the lead strap and all other clamps, connectors and wiring for electrical soundness. Check the slip rings for roughness, cracks, burned or discolored areas and for deposits of oil, grease or dirt. Check for security and attachment of all components. Check deicer boots for wrinkles, loose or torn areas.			
(37) TURBOCHARGERS (Model 56TC) - Check the compressor wheel for nicks and cracks. Check linkage for security and proper operation.			
(38) TURBINE INLET TEMPERATURE INDICATOR (Model 56TC) - Check the indicator for accuracy and calibrate. Refer to the heading TIT INDICATOR CALIBRATION in Section 6 of the Baron 56TC Shop Manual.			
(39) ENGINE MOUNTS (Model 56TC) - Check for cracks, corrosion and security. Inspect rubber cushions, mount bolts and nuts, and grounding straps for condition and security.			
(40) ENGINE BAFFLE SEALS - Inspect for security and condition. Replace as necessary or refer to 5-10-00 in the Baron 55 and 58 Maintenance Manual or the Overhaul and Replacement Schedule in Section 15 of the Baron 56TC Shop Manual for additional information.			
(41) PRESSURE PUMP (Airborne) - Inspect as required by Parker - Hannifin Service Letter 43A or subsequent. Refer to 5-10-00 of the Baron 55 and 58 Maintenance Manual for additional information. PRESSURE PUMP (Aero Accessories Pump Part Number AA216CW) - Initially inspect at 600 hours time-in-service in accordance with Aero Accessories Service Letter No. 004 and thereafter as directed by the Service Letter. Refer to 5-10-00 of the Baron 55 and 58 Maintenance Manual for additional information.			
(42) PROPELLER DOME PRESSURE - Check pressure in accordance with manufacturers instructions.			
(43) PROPELLER UNFEATHERING ACCUMULATOR - Check pressure. Refer to the PROPELLER UNFEATHERING ACCUMULATOR data in 61-20-00 in the Baron 55 and 58 Maintenance Manual or Section 2 of the Baron 56TC Shop Manual.			
(44) TUBING, HOSES AND FITTINGS - Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-10-00, 201, TUBING, HOSES AND FITTINGS - INSPECTION/ CHECK).			

C. NACELLES

	MECH		INSP
	LH	RH	
(1) NACELLE SKIN - Check for deformation and obvious damage or cracks. Check for loose or missing rivets.			
(2) NACELLE STRUCTURE - Check for cracks and deformation. Check for loose or missing rivets and concealed damage.			
(3) COWLING - Check for condition, security and adjustment of latches. Open the upper cowling and clean. Inspect for cracks.			
(4) COWL FLAPS - Check for travel, deformation and security. Inspect for cracks.			
(5) PNEUMATIC PRESSURE REGULATORS - Check for condition, security and attachment.			
(6) PRESSURE IN-LINE FILTER - Check as indicated in PRESSURE SYSTEM FILTER INSPECTION in Chapter 36-10-00 of the Baron 55 and 58 Maintenance Manual or PRESSURE SYSEM in Section 11 of the Baron 56TC Shop Manual. Refer to Chapter 5-10-00 of the Baron 55 and 58 Maintenance Manual or the Overhaul and Replacement Schedule in Section 15 of the Baron 56TC Shop Manual for additional information.			
(7) FUEL STRAINERS - On fuel cells with foam inserts, check for brown foam material. Refer to Hawker Beechcraft Service Bulletin No. 2109 and Safety Communique No.67.			
(8) BATTERY (Model 56TC) - Inspect for clean, tight connections and correct fluid level. Add distilled water as required. Inspect vent hose at battery box for obstructions. The battery box should be washed out thoroughly and dried each time the battery is removed.			
(9) TUBING, HOSES AND FITTINGS - Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-10-00, 201, TUBING, HOSES AND FITTINGS - INSPECTION/ CHECK).			
(10) ELECTRICAL WIRING AND EQUIPMENT - Check for condition, security and signs of chafing (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-04-00, 001, ELECTRICAL WIRING - ROUTINE INSPECTIONS).			

D. WINGS AND CARRY-THROUGH STRUCTURE

	MECH		INSP
	LH	RH	
(1) SKIN - Check for deformation and obvious damage. Check for cracks, loose or missing rivets. If damage is found, check adjacent structure. Check for indications of hard landing or excessive flight loading.			
(2) STRUCTURE - Check for cracks, deformation and concealed damage. Check for loose or missing rivets. Refer to 53-00-00 in the Baron 55 and 58 Maintenance Manual or Section 3 of the Baron 56TC Shop Manual for inspections for fuselage web cracks at the fuselage/wing spar carry-through area.			
(3) ACCESS DOORS AND PANELS - Inspect for cracks, proper fit and secure attachment.			
(4) CABLES, PULLEYS AND TURNBUCKLES - Check the wing flight control components, cables and pulleys. Replace control system components (push rods, turnbuckles, end fittings, castings, etc.) that have bulges, splits, bends, or cracks. Check control cables, pulleys, and associated equipment for condition, attachment, alignment, clearance, and proper operation. Replace cables that have more than 3 broken strands in any 3-foot length of cable or evidence of corrosion. Check cables for proper tension at the first inspection and every 100 hours thereafter.			
(5) AILERONS - Check for condition and security. Check for cracks, loose or missing rivets and freedom of movement. Check hinge bearings and brackets for condition, push-pull rods for security and rod ends for corrosion.			
(6) FUEL CELLS AND VENTS - Inspect fuel cells and vent lines as indicated in 28-10-00 of the Baron 55 and 58 Maintenance Manual or Section 8 of the Baron 56TC Shop Manual. Refer to Service Instruction Number 0632-280.			
(7) FUEL FILLER CAP AND FUEL FILLER CAP ADAPTER - Inspect the fuel filler cap and fuel filler cap adaptors, paying particular attention to the rivets attaching the Full Tab Plate to the filler adapter (Ref. Baron 55 and 58 Maintenance Manual, Chapter 28-10-00, 201).			
(8) PLUMBING - Check for leakage, chafing, condition and security.			
(9) ELECTRICAL WIRING AND EQUIPMENT - Check for condition, security and signs of chafing (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-04-00, 001, ELECTRICAL WIRING - ROUTINE INSPECTIONS).			
(10) FLAP LIMIT SWITCHES - Check for the condition, security and freedom of flap operation.			
(11) FLAPS AND ACTUATORS - Check for condition, security, binding or chafing of actuator cables or actuator drive shaft. Check flap skin and structure for cracks, loose or missing rivets. Check flap actuator attachment bracket and rib for cracks. Check roller bearings and tracks for condition. Check stop area for condition and damage.			
(12) FLAP POSITION TRANSMITTER - Check for security and operation.			
(13) DRAIN HOLES - Check the drain holes in the left and right upper wing attach fittings to ensure that they are open and free of obstruction.			

	MECH		INSP
	LH	RH	
(14) WING SPAR CAP - Inspect the wing spar cap for corrosion as outlined in 57-10-00 of the Baron 55 and 58 Maintenance Manual or in Section 3 of the Baron 56TC Shop Manual.			
(15) WING BOLTS - Check wing bolts for proper torque at the first 100-hour inspection and at the first 100-hour inspection after each installation of the wing attach bolts. Refer to 57-10-00 in the Baron 55 and 58 Maintenance Manual or Section 3 of the Baron 56TC Shop Manual for wing bolt, nut and fitting inspection criterion and frequency.			
(16) PITOT TUBE (if installed) - Check for condition and obstructions.			
(17) STALL WARNING VANE - Check for condition and obstructions.			
(18) AILERON TRIM TAB - Check for attachment and freedom of movement.			
(19) FUEL QUANTITY TRANSMITTER - Check for attachment and electrical connection.			
(20) NAVIGATION LIGHTS - Check for cracked or broken lenses and replace bulbs as necessary.			
(21) LANDING LIGHTS - Check for security and operation. Replace lens and bulbs as necessary.			
(22) AUXILIARY FUEL PUMP AND FUEL LINES - Check for condition, security and leaks. Check lines for signs of chafing or cracks.			
(23) FUEL SELECTOR VALVE (TC-1970, TC-2003 and After; TE-1081, TE-1084 and After; TH-1 and After) - Check for security, operation and leakage.			
(24) FUEL STRAINER (Located in the main gear wheel well) - Inspect, clean and check for leaks. Refer to 5-20-00 of the Baron 55 and 58 Maintenance Manual or Section 8 of the Baron 56TC Shop Manual.			
(25) FUEL STAINS - Check the under side of the wings for fuel stains. See S.I. 0632.			
(26) FUEL CELL FLAPPER VALVE - Every 3 years, perform the INSPECTION OF THE BAFFLE MAIN FUEL CELL FLAPPER VALVE OR RESERVOIR FLAPPER VALVE PROCEDURE in 28-10-00 of the Baron 55 and 58 Maintenance Manual or Section 8 of the Baron 56TC Shop Manual.			
(27) TUBING, HOSES AND FITTINGS - Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-10-00, 201, TUBING, HOSES AND FITTINGS - INSPECTION/ CHECK).			

E. CABIN AND BAGGAGE COMPARTMENT

	MECH	INSP
(1) SKIN - Inspect skins for deformation, cracks and loose or missing rivets. If damage is found, check adjacent structure.		
(2) STRUCTURE - Check for cracks and deformation. Check for loose or missing rivets and concealed damage.		
(3) CABLES AND PULLEYS - Check the flight control components, cables and pulleys. Replace control system components (push rods, turnbuckles, end fittings, castings, etc.) that have bulges, splits, bends, or cracks. Check control cables, pulleys, and associated equipment for condition, attachment, alignment, clearance and proper operation. Replace cables that have more than 3 broken strands in any 3-foot length of cable or evidence of corrosion. Check cables for proper tension.		
(4) LANDING GEAR GEARBOX AND ACTUATING LINKAGE - Check for leakage, wear, condition and attachment. Check for unusual noise. Remove oil filler plug and check oil level by engaging and turning the emergency hand crank 1/2 turn to determine that oil is being picked up on the worm gear. The oil level should be maintained no more than necessary to cover 1/2 of the diameter of the worm gear. Install oil filler plug.		
(5) FLAP MOTOR AND SHAFTS - Check for condition, security and wear at all points. Check cable or drive shaft housing for security and check jam nuts for tightness.		
(6) BRAKE MASTER CYLINDER AND PARKING BRAKE VALVE - Check for condition, security and leaks. Check lines for signs of chafing or cracks.		
(7) RUDDER PEDALS - Check for freedom of movement. Check cables, push/pull rods, bellcranks, pulleys, turnbuckles, fairleads, for proper routing, condition and security. Check rudder pedal fore and aft positions for wear. Check locks and pins to ensure positive lock.		
(8) CONTROL COLUMN, TRIM CONTROL AND INDICATOR (Electric and Manual) - Check for freedom of movement. Inspect pulleys, sprockets, bearings, actuators, chains and turnbuckles for condition, security and operation. Check trim indicator for proper indication.		
(9) ENGINE CONTROLS - Check for ease of operation through full travel. Check friction locks for proper operation.		
(10) ELECTRICAL WIRING AND EQUIPMENT - Check for condition, security and signs of chafing (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-04-00, 001, ELECTRICAL WIRING - ROUTINE INSPECTIONS).		
(11) PLUMBING - Check all plumbing and connections for security, leakage and general condition. Inspect the area of the fuel selector valve to ensure clearance between the fuel plumbing and the armrest post with the armrest fully retracted to its down stop. If contact is found, inspect the fuel line for wear and damage. If the fuel line is serviceable, reposition it, otherwise replace it. Check the armrest post, mount bracket, and stops for proper security and excess wear. Replace any components that are worn excessively.		

		MECH	INSP
(12)	WINDOWS AND DOORS - Inspect windows for scratches, crazing and general condition. Inspect doors for security of attachment. Check latching mechanism for proper engagement and ease of operation. Check that rotation of the interior door handle without depressing the handle lock release button, does not unlatch the door.		
(13)	INSTRUMENTS AND INSTRUMENT PANEL - Inspect instrument panel, sub panels, placards and instruments for condition and attachment. Check all knobs for security. Inspect shock mounts, ground straps for cracks and security.		
(14)	SEATS, SEAT BELTS AND SHOULDER HARNESSES - Inspect cabin seats, seat belts and shoulder harnesses for proper operation, condition and security of attachment. Inspect floorboards for condition and seat attachment. Check for operation of the seat stops.		
(15)	OXYGEN SYSTEM - Check condition of the oxygen system and check the oxygen masks for cleanliness and stowage.		
(16)	VENTILATING SYSTEM - Check all fresh air and heat outlet vents for proper movement and operation		
(17)	FUEL SELECTOR VALVE (TC-1 thru TC-2002, except TC-1970; TE-1 thru TE-1082, except TE-1081) - Inspect for leakage, security, freedom of movement, proper detent feel and condition. Check for proper placarding.		
(18)	VACUUM SYSTEM - Replace individual instrument air filters and/or time change master filter on vacuum system airplanes in accordance with 5-10-00 and 37-00-00 of the Baron 55 and 58 Maintenance Manual or Sections 11 and 15 of the Baron 56TC Shop Manual.		
(19)	VACUUM SYSTEM AIR FILTER (Located behind instrument panel) - Check for security of attachment. Refer to 5-10-00 in the Baron 55 and 58 Maintenance Manual or the Overhaul and Replacement Schedule in Section 15 in the Baron 56TC Shop Manual for additional information.		
(20)	EMERGENCY EXIT HATCH - Check emergency release handle and latch assembly for proper operation. Check that the hatch moves out freely. Check the complete latch assembly for condition and all moving parts for proper operation. With the hatch installed, check for proper latching and seal. Safety the emergency exit with 0.020 inch diameter copper wire after opening.		
(21)	STATIC SYSTEM - Check and drain water from the static lines.		
(22)	CONTROL COLUMN (TH-1389, TH-1396 and After) - Inspect the control column U-joint roll pins and ensure they are not backing out.		
(23)	TUBING, HOSES AND FITTINGS - Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-10-00, 201, TUBING, HOSES AND FITTINGS - INSPECTION/ CHECK).		

F. NOSE SECTION

	MECH	INSP
(1) SKIN - Inspect skin for corrosion, condition, and loose or missing rivets. If damage is found, check adjacent structure.		
(2) STRUCTURE - Check for corrosion, cracks, loose or missing rivets, and concealed damage.		
(3) RADAR ANTENNA COVER - Check the fiberglass for security, attachment and cracks.		
(4) BATTERY (Models 55 and 58) - Inspect for clean, tight connections and correct fluid level. Add distilled water as required. Inspect vent hose at battery box for obstructions. The battery box should be washed out thoroughly and dried each time the battery is removed.		
(5) BRAKE FLUID RESERVOIR - Check reservoir for security, attachment, open vent, proper fluid level and for leaks.		
(6) ELECTRICAL WIRING AND EQUIPMENT - Check for condition, security and signs of chafing (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-04-00, 001, ELECTRICAL WIRING - ROUTINE INSPECTIONS).		
(7) HEATER FUEL SYSTEM - Check lines for connection and chafing.		
(8) HEATER DUCTING AND WIRING - Check for security and chafing.		
(9) AIR CONDITIONER EVAPORATOR - Check for condition and secure attachment.		
(10) HEATER IRIS VALVE - Check for smooth operation.		
(11) PROPELLER ANTI-ICE RESERVOIR AND PLUMBING - Check for security and unobstructed lines. Fill reservoir as necessary.		
(12) OXYGEN - Check for condition and attachment.		
(13) TAXI LIGHT - Check for security and operation. Replace if necessary.		
(14) BAGGAGE DOOR - Check for condition and proper latching.		
(15) PITOT MAST (if installed) - Check for condition and obstruction.		
(16) JANITROL COMBUSTION HEATER (TC-1658 and After; TE-959, TE-968 and After; TH-437 and After) - Inspect per Janitrol Heater Manual No. 24E25-1 or subsequent or in accordance with the Janitrol Maintenance Instruction Manual provided with the loose equipment in the aircraft at time of factory delivery.		
(17) TUBING, HOSES AND FITTINGS - Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-10-00, 201, TUBING, HOSES AND FITTINGS - INSPECTION/ CHECK).		

G. REAR FUSELAGE AND EMPENNAGE

	MECH	INSP
(1) SKIN - Check for deformation, cracks and obvious damage. Check for loose or missing rivets. If damage is found, check adjacent structure.		
(2) STRUCTURE - Inspect the two most aft bulkheads for cracks, distortion, loose rivets or other obvious damage.		
(3) CABLES, PULLEYS AND TURNBUCKLES - Check the elevator and rudder flight control components, cables and pulleys. Replace control system components (push/pull rods, turnbuckles, end fittings, castings, etc.) that have bulges, splits, bends, or cracks. Check control cables, pulleys, and associated equipment for condition, attachment, alignment, clearance, and proper operation. Replace cables that have more than 3 broken strands in any 3-foot length of cable or evidence of corrosion. Check cables for proper tension.		
(4) CONTROL SURFACES - Check for deformation, cracks and security. Check for loose or missing rivets. Check for freedom of movement and travel limits. Check the inboard elevator hinge casting (on the aft bulkhead) for cracks in the mounting bolt holes.		
(5) TRIM TABS AND ACTUATORS - Check for security and wear. Check allowable free (end) play. Refer to 27-10-00, 27-20-00 and 27-30-00 in the Baron 55 and 58 Maintenance Manual or Section 4 of the Baron 56TC Shop Manual. Check hinges and trim tab actuator for security and wear. Check trim tabs for cracks and control rods for attachment. Lubricate trim tab hinges. Refer to 12-20-00 in the Baron 55 and 58 Maintenance Manual or Section 2 of the Baron 56TC Shop Manual.		
(6) STATIC PORTS - Check for obstruction and clean as necessary.		
(7) PLUMBING - Check for leakage, cracks, chafing, condition and security.		
(8) ELECTRICAL WIRING AND EQUIPMENT - Check for condition, security and signs of chafing (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-04-00, 001, ELECTRICAL WIRING - ROUTINE INSPECTIONS).		
(9) STATIC LINES - Check condition of static lines and drain.		
(10) ASSIST STEP - Inspect for condition and attachment.		
(11) ANTENNAS - Check for condition and security.		
(12) SCUPPER DRAINS - Check that the drain guards are open facing aft and drain holes are free from obstruction.		
(13) AIR CONDITIONER EVAPORATOR - Check for condition and security.		
(14) AFT BULKHEADS (F.S. 257.6 and F.S. 271.92) (TC-1 thru TC-2124; TE-1 thru TE-1124; TG-2 thru TG-94; TH-1 thru TH-908) - Inspect for possible cracks in the bulkheads at the horizontal stabilizer stub spars. Refer to Hawker Beechcraft Service Instruction No. 0990, Rev. II or subsequent for specific instructions.		
(15) H-14 SERVO FILTER - Check attachment and condition. Refer to 5-10-00 in the Baron 55 and 58 Maintenance Manual or Section 15 in the Baron 56TC Shop Manual for additional information.		

	MECH	INSP
(16) TUBING, HOSES AND FITTINGS - Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-10-00, 201, TUBING, HOSES AND FITTINGS - INSPECTION/ CHECK).		

H. MAIN GEAR AND BRAKES

	MECH		INSP
	LH	RH	
(1) BRAKES, LINES, LINING AND DISCS - Check for condition, wear and security. Check lines for chafing and signs of leakage or cracks. Check discs for wear or warping. Check brake discs for cracks.			
(2) WHEELS AND TIRES - Check wheels for cracks and tires for wear, damage, condition and proper inflation. Check wheel bearings for condition and wear.			
(3) ACTUATOR GEARBOX, MOTOR AND SWITCHES - Check for leakage, condition and security.			
(4) LANDING GEAR STRUTS - Inspect the shock struts and components for cracks, attachment, corrosion, proper inflation and evidence of leakage.			
(5) ACTUATING LINKAGE - Check for wear and cracks at attach points. Check for condition and security.			
(6) GEAR DOORS AND LINKAGE - Check doors for damage and cracks to the structure and skins. Check linkage for wear and cracks at the attach points. Check for condition and security and that all clevis retaining pins are in place and secured with cotter pins.			
(7) STRUT FLUID LEVEL - Check and maintain the proper hydraulic fluid level in the struts as outlined in 12-10-00 in the Baron 55 and 58 Maintenance Manual or Section 2 of the Baron 56TC Shop Manual.			
(8) STRUT AND A-FRAME HINGE BOLTS - Inspect for corrosion and security of attachment.			
(9) ELECTRICAL WIRING AND EQUIPMENT - Check for condition, security and signs of chafing (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-04-00, 001, ELECTRICAL WIRING - ROUTINE INSPECTIONS).			
(10) TUBING, HOSES AND FITTINGS - Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-10-00, 201, TUBING, HOSES AND FITTINGS - INSPECTION/ CHECK).			

I. NOSE GEAR

	MECH	INSP
(1) WHEEL AND TIRE - Check wheel for cracks and tire for wear, damage, condition and proper inflation. Check wheel bearings for condition and wear.		
(2) LANDING GEAR STRUT - Inspect the shock strut and components for cracks, attachment, proper inflation and evidence of leakage.		
(3) ACTUATING LINKAGE - Check for wear at attach points. Check for cracks and security.		
(4) GEAR DOORS AND LINKAGE - Check doors for damage and cracks to the structure and skins. Check linkage for wear and cracks at the attach points. Check for condition and security.		
(5) NOSE GEAR STEERING LINKAGE - Inspect linkages for tightness, condition and security. Check linkage boots for condition.		
(6) SHIMMY DAMPER - Check for condition and attachment. Check attach points for cracks. Check fluid level as outlined in 12-10-00 in the Baron 55 and 58 Maintenance Manual or Section 2 of the Baron 56TC Shop Manual.		
(7) STRUT FLUID LEVEL - Check and maintain the proper hydraulic fluid level in the strut as outlined in 12-10-00 in the Baron 55 and 58 Maintenance Manual or Section 2 of the Baron 56TC Shop Manual.		
(8) STRUT AND A-FRAME HINGE BOLTS - Inspect for corrosion and security of attachment.		
(9) STATIC CABLE (If installed) - Inspect for condition and proper clearances and attachment.		
(10) TAXI LIGHT - Check security and for cracked light.		
(11) NOSE LANDING GEAR DRAG BRACE (TC-2092 and After; TE-1114 and After; TH-872 and After and Prior Airplanes with Hawker Beechcraft Kit No. 35-4012-1 Installed) - Check that the two drag brace bracket attachment bolts are secure. Check drag brace assembly for indications of shear stress, wear and corrosion. At 2,000 hours, remove and inspect the two retract rod end bracket attachment bolts. Replace all hardware with evidence of shear stress, wear and/or corrosion.		
(12) NOSE LANDING GEAR RETRACT ROD ROD-ENDS (TC-2092 and After; TE-1114 and After; TH-872 and After and Prior Airplanes with Hawker Beechcraft Kit No. 35-4012-1 Installed) - Check the retract rod rod-ends for cracking, sheer stress, wear and corrosion. Refer to 32-20-00 in the Baron 55 and 58 Maintenance Manual or the Overhaul and Replacement Schedule in Section 15 of the Baron 56TC Shop Manual for additional information.		
(13) ELECTRICAL WIRING AND EQUIPMENT - Check for condition, security and signs of chafing (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-04-00, 001, ELECTRICAL WIRING - ROUTINE INSPECTIONS).		

	MECH	INSP
(14) TUBING, HOSES AND FITTINGS - Check the condition, attachment method and security of tubing and hoses. Make sure there is adequate clearance between tubing, hoses and other components and structures (Ref. Baron 55 and 58 Maintenance Manual, Chapter 20-10-00, 201, TUBING, HOSES AND FITTINGS - INSPECTION/ CHECK).		

J. LANDING GEAR OPERATION

	MECH	INSP
WARNING **Under no circumstances should the landing gear be operated electrically while the hand crank is engaged. In the event of such an operation, a tear down and magnetic inspection should be performed to determine damage to the engagement slot in the worm shaft.** **NOTE** Since the battery voltage is not sufficient to properly cycle the landing gear for this inspection, use only an external power source capable of delivering and maintaining 28.25 $\pm$ 0.25 VDC to the airplane's electrical system throughout the extension and retraction cycles when performing the landing gear retraction inspection. For more specific information which may be necessary to accomplish the following items, refer to 32-00-00 in the Baron 55 and 58 Maintenance Manual or Section 5 of the Baron 56TC Shop Manual.		
(1) LANDING GEAR ACTUATOR ASSEMBLY - Place the airplane on three-point jacks and the retraction cycle started enough to break the down lock tension, apply a sharp load by hand in an aft direction against the nose gear strut. If this causes the main gear wheels to move approximately 1/2 to 1 inch, it is a good indication that the gear actuator assembly needs overhaul and/or adjustment.		
(2) DOORS - Check door operation, fit and fair. Check for unusual noise.		
(3) GENERAL OPERATION - Cycle the landing gear while checking to ascertain that the position light switches operate in conjunction with the landing gear position. Check the condition and operation of the complete landing gear system per 32-10-00 in the Baron 55 and 58 Maintenance Manual or Section 5 of the Baron 56TC Shop Manual.		
(4) VISUAL INDICATOR - Inspect for proper adjustment and operation.		
(5) POSITION LIGHTS - Check for security, adjustment, wiring for breaks, condition of insulation, loose connections and proper indication.		
(6) EMERGENCY EXTENSION - Check system for freedom of operation. Check for unusual noise. With the spar cover installed, check for proper engagement of the emergency extension handle and proper system operation.		

	MECH	INSP
(7) LIMIT SWITCH RIGGING - Check for security and proper adjustment of the limit switches. Refer to the appropriate Shop Manual for correct landing gear gearbox internal clearance.		
(8) DYNAMIC BRAKING ACTION - Verify proper operation of dynamic brake relay.		
(9) WARNING HORN - Check for proper operation.		
(10) UPLOCK CABLE TENSION - Check uplock cable mechanism for condition and security. Check uplock cable for proper tension and for possible fraying		
(11) DOWNLOCK TENSION (MAIN GEAR) - Check for proper deflection force on the main gear knee joints.		
(12) DOWNLOCK TENSION (NOSE GEAR) - Check the downlock tension on the nose gear. Refer to 32-10-00 in the Baron 55 and 58 Maintenance Manual or Section 5 of the Baron 56TC Shop Manual.		
(13) UPLOCK ROLLERS - Check condition and clearance of up lock rollers and lubricate as indicated in 12-20-00 of the Baron 55 and 58 Maintenance Manual or Section 2 of the Baron 56TC Shop Manual. Check for binding.		
(14) SAFETY SWITCH - Check for security, proper rigging and operation.		
(15) NOSE GEAR UP TENSION - Check the up tension on the nose gear. Refer to 32-20-00 in the Baron 55 and 58 Maintenance Manual or Section 5 of the Baron 56TC Shop Manual.		
(16) NOSE GEAR STEERING - Check for condition and security.		

K. GENERAL

	MECH	INSP
(1) Airplane cleaned and serviced.		
(2) Airplane lubricated, after cleaning. Refer to the Lubrication Chart in 12-20-00 in the Baron 55 and 58 Maintenance Manual or the Lubrication Chart in Section 2 of the Baron 56TC Shop Manual.		
(3) Inspect all placards to ensure that they are easily readable and securely attached.		
(4) Ensure that all Airworthiness Directives, Hawker Beechcraft Service Bulletins and previously issued Service Instructions are reviewed and complied with as required.		
For a complete 100-hour or annual inspection of the airplane, all items on the airplane that are noted in this guide should be inspected.		
MECHANIC _____ **QUALITY CONTROL INSPECTOR** _____		