

MOONEY
M20K[illegible]

| NOTE |

Avoid extended descents at manifold pressure settings below 20 in. Hg. as the engine can cool excessively and may not accelerate satisfactorily when power is re-applied. Additionally, leaning mixture to peak TIT during descent will save fuel and will eliminate engine roughness associated with an overly rich mixture setting. During descent engine MP will tend to increase as aircraft loses altitude. Occasional power reductions with the throttle may be required to maintain original descent manifold pressure setting.

Seats, Seat Belt/Shoulder Harness	ADJUST AND SECURE
Wing Flaps	UP
Landing Gear	UP
Throttle	ABOVE 20 In. Hg. MP
Propeller	2200 RPM
Mixture	PEAK TIT
Cowl Flap	CLOSED
Cylinder Head Temperature (CHT)	Monitor (250° F (121° C) minimum)
Airspeed	AS DESIRED (196 KIAS Max)

| NOTE |

Plan descents to arrive at pattern altitude on downwind leg for maximum fuel efficiency and minimum aircraft noise.

Seats, Seat Belts/Shoulder Harness	ADJUST AND SECURE
Airspeed	DECELERATE to 140 KIAS
Landing Gear	DOWN
Throttle	ABOVE 20 In. Hg. MP
Propeller	2200 RPM
Mixture	PEAK TIT
Cowl Flap	CLOSED
Cylinder Head Temperature (CHT)	MONITOR (250° F (121° C) minimum)
Airspeed	165 KIAS or less

| NOTE |

Using the landing gear as a descent aid will result in a steeper descent rate (greater altitude loss per horizontal distance traveled).

Seat Belts/Shoulder Harness	ADJUST AND SECURE
Internal/External Lights	As desired
Landing Gear	EXTEND (below 140 KIAS) (Gear down light ON - Check visual indicator)
Mixture	FULL RICH
Propeller	HIGH RPM
Fuel Boost Pump	OFF
Fuel Selector	FULLEST TANK