

APPROACH FOR LANDING

-CAUTION-

The airplane must be within allowable weight and balance envelope for landing (REF. SECTION VI). It will require a minimum of one hour of flight before a permissible landing weight is attained when takeoffs are made at maximum gross weight. If landing at a weight exceeding maximum landing weight (3200 Lbs.) (1452 Kgs.) is required, see OVERWEIGHT LANDING PROCEDURE, SECTION III.

Seats, Seat Belts/Shoulder Harness	ADJUST AND SECURE
Internal/External lights	AS DESIRED
Landing Gear	EXTEND below 140 KIAS
..... (Check Gear Down light ON-Check visual indicator)	
Mixture	FULL RICH (on final)
Propeller	HIGH RPM (on final)
Fuel Boost Pump Switches	OFF
Fuel Selector	FULLEST TANK
Wing Flaps	T/O POSITION
..... (FULL DOWN below 110 KIAS)	

-CAUTION-

To minimize control wheel forces when entering landing configuration, timely nose-up trimming is recommended to counteract nose down pitching moment caused by reduction of power and/or extension of flaps.

Elevator Trim	AS DESIRED
Rudder Trim	AS DESIRED
Parking Brake	VERIFY OFF

NOTE:

The parking brake should be rechecked to preclude partially applied brakes during touchdown.

GO AROUND (BALKED LANDING)

-CAUTION-

To minimize control wheel forces during GO-AROUND, timely nose-down trimming is recommended to counteract nose up pitching moment as power is increased and/or flaps are retracted.

Power	FULL FORWARD/2500 RPM
Mixture	Verify FULL RICH
LOW Boost Pump	OFF
Landing Gear	RETRACT
Wing Flaps	TAKEOFF POSITION (10°)
..... After POSITIVE climb established:	
Trim	NOSE DOWN to reduce forces
Airspeed	85 KIAS
Wing Flaps	RETRACT
Airspeed	105 KIAS

LANDING

LANDING (NORMAL)

Approach for Landing Check list	COMPLETED
Approach Airspeed	As specified in SECTION V (Landing Distance)
Touchdown	MAIN WHEELS FIRST (aligned w/runway)
Landing Roll	LOWER nose wheel gently
Brakes	MINIMUM required

