

THE

pressurized **NAVAJO**

PILOT'S OPERATING MANUAL



REFERENCE ONLY

THIS ELECTRONIC VERSION
OF THE POM/AFM IS
NOT APPROVED TO
REPLACE ANY OPERATING
INFORMATION REQUIRED
BY THE REGULATIONS.

BY



This manual is incomplete without an APPROPRIATE FAA APPROVED AIRPLANE
FLIGHT MANUAL and an APPROPRIATE WEIGHT AND BALANCE REPORT.

C. EMERGENCY PROCEDURES

1. DETECTING A DEAD ENGINE

- a. Loss of Thrust
- b. Nose of aircraft will point to dead engine (with coordinated controls)

2. FEATHERING PROCEDURE

- a. Maintain Direction and Airspeed
- b. Mixtures - forward
- c. Props - forward
- d. Throttles - forward
- e. Gear - retract
- f. Flaps - retract
- g. Emergency Pumps - on
- h. Identify inoperative engine
- i. Throttle on inoperative engine - retard to verify
- j. Prop on inoperative engine - feather
- k. Mixture on inoperative engine - idle cut off
- l. Emergency pump on inoperative engine - off
- m. Magnetos on inoperative engine - off
- n. Prop Synchronizer - off, if installed
- o. Cowl Flaps - close on inoperative engine, as required on good engine
- p. Alternator on inoperative engine - off (use circuit breaker switch)
- q. Electrical Load - reduce, to prevent battery depletion
- r. Trim - as required
- s. Fuel Management - fuel off on inoperative engine, consider crossfeed
- t. Land at first opportunity

3. UNFEATHERING PROCEDURE

ACCUMULATOR

- a. Fuel Valve - on (boost pump light - out)
- b. Throttle - open 1/4 inch
- c. Magneto Switches - on
- d. Prop - forward to match other control
- e. Mixture - rich
- f. Fuel Pressure - check light
- g. Throttle - set for low power until engine is warm
- h. Synchronize Propellers
- i. Prop Synchronizer - on (if installed)
- j. Alternator - on

DEPLETED ACCUMULATOR

Same as accumulator start except engage starter until engine starts after (e) above.

4. ENGINE FAILURE DURING TAKE-OFF (Below 116 MPH)

If sufficient runway remains for a safe stop:

- a. Throttles - CLOSE immediately
- b. Land if airborne
- c. Brakes - as required
- d. Stop straight ahead.

If insufficient runway remains for a safe stop:

- a. Throttles - CLOSE immediately
- b. Mixture - retard fully aft
- c. Master switch - OFF
- d. Main fuel valves - OFF
- e. Fire wall shutoff valves - OFF
- f. Magneto switches - OFF
- g. Land if airborne
- h. Maintain directional control and maneuver to avoid obstacles.

5. ENGINE FAILURE DURING TAKE-OFF (116 MPH or above)

Abort, if possible, and follow above procedures.

If unable to abort:

Continue - Maintain inground effect (near ground) and follow procedures below.

WARNING

Negative climb performance may result from an engine failure occurring after lift off and before the gear and flaps have been retracted, the failed engine propeller has been feathered, the cowl flap on the failed engine is closed and a speed of 116 MPH has been attained.

- a. Airspeed - 116 MPH minimum
- b. Directional control - maintain
- c. Power - maximum
- d. Gear - RETRACT
- e. Prop (inop. eng.) - FEATHER
- f. Flaps - (in steps) UP
- g. Cowl flap (inop. eng.) - CLOSE
- h. Airspeed - accelerate to 125 MPH
- i. Airspeed - when clear of obstacles 128 MPH
- j. Trim - 5° toward oper. eng.
- k. Cowl flap (operative eng.) - CLOSE (as much as possible)
- l. Climb - straight ahead (avoiding obstacles and attain sufficient altitude to execute single engine landing procedure)
- m. Inop. engine - complete Engine Securing Procedure
- n. Land as soon as practical at nearest suitable airport.

6. ENGINE FAILURE DURING CLIMB

- a. Follow feathering procedure
- b. Hold single engine best rate-of-climb speed of 133 MPH
- c. Monitor cylinder head temperature - adjust cowl flap as required.

7. SINGLE ENGINE LANDING

- a. Complete feathering procedure
- b. Before landing check list
 - (1) Do not extend landing gear until certain of making field. Maintain 133 MPH.
 - (2) Do not lower flaps until certain of making field. Maintain 116 MPH.
- c. Trim for landing - (rudder)
- d. Do not land pressurized above .3 psi.

8. SINGLE ENGINE GO-AROUND

- a. Prop - forward
- b. Throttle - open
- c. Landing Gear - retract
- d. Flaps - retract
- e. Airspeed - "One Engine Inoperative Best Rate-of-Climb Speed" is 133 MPH
- f. Trim - set
- g. Cowl Flap - as required (operating engine)

WARNING

Negative climb performance may result with gear and flaps extended.

9. POWER PLANT FIRE ON GROUND

- a. Firewall shutoff valve - off
- b. Emergency pump - off
- c. Fuel valves - off
- d. If engine is running, advance power to use fuel in engine.
- e. If fire is contained within cowling keep engine turning with starter, attempting to start and drawing flame into engine induction system.
- f. In case of a gasoline fire outside the cowling and on the ground, taxi away from fire, if possible.
- g. Call for assistance through tower or ground control.

10. POWER PLANT FIRE IN FLIGHT

- a. Firewall shut-off valve - off
- b. Throttle - close
- c. Prop - feather
- d. Mixture - idle cutoff
- e. Inoperative Engine - secure
- f. Land as soon as possible

11. ELECTRICAL FIRE

- a. Master Switch - off
- b. Pressurization - dump - outside air - on
- c. Emergency descent (if necessary)
- d. Circuit Breakers - check for popped circuit breaker, pull all
- e. All electrical switches - off
- f. Master Switch - on
- g. Circuit Breaker and switch for individual units - on, one at a time to locate faulty unit. When the faulty unit is located leave it off, turn other units on, one at a time.