

**EMERGENCY PROCEDURES****Manual Gear Extension:**

Manual landing gear extension is accomplished with the telescoping lever located directly aft of the nose wheel housing. This control is used to extend the gear if the electrical actuating system has failed. The gear will not stay up if retracted manually.

Before proceeding with the emergency extension check the following:

1. Gear circuit breakers are in.
2. Master switch is on.
3. Navigation lights are off (daytime).

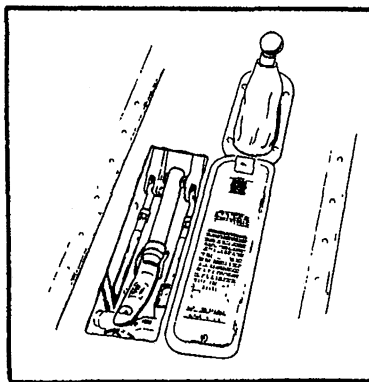
To extend the gear, remove the cover over the emergency disengage control located between the two front seats, and follow the instructions on the back of this cover as follows:

1. Airspeed not over 100 MPH.
2. Landing gear switch in the "Gear Down Locked" position.
3. Disengage electric motor by pushing motor release arm forward through full travel.
4. Extend emergency handle to full length.
5. Push handle forward full travel to extend the landing gear.

After the gear has been extended manually, do not perform any unnecessary operation to the gear until the aircraft is placed on jacks.

To return the system to normal electric operation, re-engage the electric motor to the landing gear extension torque tube by following the procedure given:

1. Circuit breaker should be disengaged.
2. Pull landing gear emergency extension handle about half way back, allowing gear to hang partially extended.



**Emergency Gear Extender**

3. Engage circuit - master switch off.
4. With master and selector switches move the end of the electric motor drive shaft into position about half way back so that the slot in the drive shaft is near the mating pin on the torque tube.
5. Using the extension handle move the torque tube pin slightly back and forth until it can be engaged with the drive shaft slot, then push the parts together.
6. Lock the drive shaft to the torque tube by pulling the motor release arm full back to the normal locked position.

#### Gear-Up Landing:

A gear-up landing should only be made during an emergency (1) when the surface is too soft or rough to permit a gear-down landing, (2) when a field is too short for a gear-down landing, which might cause more damage through hitting obstructions than the gear-up landing would cause, (3) when a water landing is necessary.

In the event of a gear-up landing, make a normal approach as with gear-down, leave flaps up (to reduce flap and wing damage); close the throttle and cut the master and ignition switches during the flare out, turn the fuel selector off, and contact the ground at minimum speed.

#### Engine Failure:

The most common cause of engine failure is mismanagement or malfunction of the fuel system. Therefore, the first step to take after engine failure is to move the fuel selector valve to the tank not being used. This will often keep the engine running even if there is no apparent reason for the engine to stop on the tank being used.

If changing to another tank does not restore the engine:

1. Check fuel pressure and turn on electric fuel pump, if off.
2. Push mixture control to full "RICH".
3. Apply carburetor heat (carburetor installation).
4. Check ignition switch.