

All airspeeds quoted in this section are indicated airspeeds (IAS) and assume zero instrument error.

NOTE

Immediate action procedures are delineated by bold type with the remaining procedures following.

EMERGENCY AIRSPEEDS (12,500 LBS)

One-Engine-Inoperative Best	
Angle-of-Climb (V_{XSE})	115 kts
One-Engine-Inoperative Best	
Rate-of-Climb (V_{YSE})	121 kts
Air Minimum Control Speed (V_{MCA})	86 kts
One-Engine-Inoperative Enroute Climb	121 kts
Emergency Descent	181 kts
Maximum Range Glide	135 kts

ENGINE FAILURE

NOTE

To obtain best performance with one engine inoperative, the airplane must be banked 3° to 5° into the operating engine while maintaining a constant heading.

EMERGENCY ENGINE SHUTDOWN

- **ENGINE TORQUE INCREASE - UNSCHEDULED** (Ground or Flight)
(Not Responsive to Power Lever Movement)

- **ENGINE FIRE IN FLIGHT**

- **ENGINE FAILURE IN FLIGHT**

Affected Engine:

1. **Condition Lever - FUEL CUT OFF**
2. **Propeller Lever - FEATHER**
3. **Firewall Shutoff Valve - CLOSED**
4. **Fire Extinguisher (if installed) - ACTUATE** (if required)
5. **Auto Ignition - OFF**
6. **Generator - OFF**
7. **Prop Sync - OFF**
8. **Electrical Load - MONITOR**

ENGINE FIRE ON GROUND

Affected Engine:

1. **Condition Lever - FUEL CUT OFF**
2. **Firewall Shutoff Valve - CLOSED**
3. **Ignition and Engine Start - STARTER ONLY**
4. **Fire Extinguisher (if installed) - ACTUATE** (if required)

ENGINE FAILURE DURING GROUND ROLL

1. **Power Levers - IDLE**
2. **Brakes - AS REQUIRED**

3. Operative Engine - MAXIMUM REVERSE

WARNING

Extreme care must be exercised when using single-engine reversing on surfaces with reduced traction.

If Insufficient Runway Remains for Stopping:

4. Condition Levers - FUEL CUT OFF
5. Firewall Shutoff Valves - CLOSED
6. Master Switch - OFF (Gang bar down)

ENGINE FAILURE AFTER LIFT-OFF (If Conditions Preclude an Immediate Landing)

1. Power - MAXIMUM ALLOWABLE
2. Airspeed - MAINTAIN (take-off speed or above)
3. Landing Gear - UP

NOTE

If the autofeather system (if installed) is being used, do not retard the failed engine power lever until the autofeather system has completely stopped propeller rotation. To do so will deactivate the autofeather circuit and prevent automatic feathering.

4. Propeller Lever (inoperative engine) - FEATHER (or verify FEATHER if autofeather is installed)
5. Airspeed - V_{YSE} (after obstacle clearance altitude is reached)
6. Flaps - UP
7. Clean-up (inoperative engine):
 - a. Condition Lever - FUEL CUT OFF
 - b. Propeller Lever - FEATHER
 - c. Firewall Shutoff Valve - CLOSED
 - d. Auto Ignition - OFF
 - e. Autofeather (if installed) - OFF
 - f. Generator - OFF
8. Electrical Load - MONITOR

ENGINE FAILURE IN FLIGHT BELOW AIR MINIMUM CONTROL SPEED (V_{MCA})

1. Power - Reduce as required to maintain directional control.
2. Nose - Lower to accelerate above V_{MCA} .
3. Power (operative engine) - AS REQUIRED
4. Failed Engine - SECURE (See EMERGENCY ENGINE SHUTDOWN)

ENGINE FLAMEOUT (2nd Engine)

1. Power Lever - IDLE
2. Propeller Lever - DO NOT FEATHER
3. Condition Lever - FUEL CUT OFF
4. Conduct Air Start Procedures.

NOTE

The propeller will not unfeather without engine operating.

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AIRSPEEDS FOR SAFE OPERATION (12,500 LBS)

Maximum Demonstrated Crosswind Component.....	25 Knots
Takeoff (Flaps Up)	
Rotation	95 Knots
50-ft Speed.....	121 Knots
Takeoff (Flaps Approach)	
Rotation	94 Knots
50-ft Speed.....	106 Knots
Two-Engine Best Angle-of-Climb (V_X)	100 Knots
Two-Engine Best Rate-of-Climb (V_Y)	125 Knots
Cruise Climb:	
Sea Level to 10,000 feet.....	160 Knots
10,000 to 20,000 feet.....	140 Knots
20,000 to 25,000 feet.....	130 Knots
25,000 to 35,000 feet.....	120 Knots
Maximum Airspeed for Effective Windshield Anti-icing.....	226 Knots
Maneuvering Speed (V_A)	181 Knots
Turbulent Air Penetration	170 Knots

CAUTION

For turbulent air penetration, use an airspeed of 170 knots. Avoid over-action on power levers. Turn off autopilot altitude hold. Keep wings level, maintain attitude and avoid use of trim. Do not chase airspeed and altitude. Penetration should be at an altitude which provides adequate maneuvering margins when severe turbulence is encountered.

Landing Approach:

Flaps Down	103 Knots
Balked Landing Climb	100 Knots
Intentional One-Engine-Inoperative Speed (V_{SSE})	104 Knots
Air Minimum Control Speed (V_{MCA}).....	86 Knots

PROCEDURES BY FLIGHT PHASE

NOTE

Refer to all applicable Beech Supplements and STC Supplements for flight phase procedures for optional equipment installed in the airplane.

PREFLIGHT INSPECTION

After the first flight of each day, the Preflight Inspection may be omitted except for items marked with a "+". Fuel tank caps and engine oil quantity and filler cap need not be checked unless system(s) were serviced. External inspections with flaps down may be conducted at intervals deemed appropriate by the pilot.

CABIN/COCKPIT

1. Monogram Electric Toilet (if installed) - KNIFE VALVE OPEN
- + 2. Baggage - SECURE
3. Emergency Exit - SECURE AND UNLOCKED
4. Trim Tabs - SET TO "0" UNITS

CAUTION

The elevator trim system must not be forced past the limits which are indicated on the elevator trim indicator scale, either manually, electrically, or by action of the autopilot.

5. Condition Levers - FUEL CUT OFF
6. Landing Gear Control - DN
7. Control Locks - REMOVE
8. Parking Brake - SET
9. Ignition and Engine Start - ENSURE OFF
10. Battery - ON, CHECK 23 VOLT MINIMUM
11. Fuel Quantity - CHECK
12. Flap Control (if desired) - APPROACH, THEN DOWN (check indicator)
13. Battery - OFF
14. Oxygen System Preflight Inspection - COMPLETE (See OTHER NORMAL PROCEDURES.)

LEFT WING AND NACELLE

1. Door Seal - CHECK
2. Flaps - CHECK
3. Oil Breather Vent - CLEAR
- + 4. Brake Lines, Brake Wear, Brake Deice Lines (if installed) - CHECK
5. Fire Extinguisher (if installed) - CHECK PRESSURE
6. Inverter Cooling Louver - CLEAR
7. Aileron and Tab - CHECK
8. Flush Outboard Wing Fuel Tank Sump - DRAIN
9. Static Wicks (4) - CHECK
10. Navigation, Recognition, & Strobe Lights - CHECK
- + 11. Main Fuel Tank Cap - SECURE
12. Stall Warning Vane - CHECK
- + 13. Tiedown - REMOVED
14. Outboard Deice Boot and Stall Strip - CHECK
15. Ice Light - CHECK
16. Heated Fuel Vent - CLEAR
17. Ram Scoop Fuel Vent - CLEAR
18. Gravity Line Drain - DRAIN
19. Inverter Cooling Louvers - CLEAR
20. Wing Leading Edge Tank Sump - DRAIN
- + 21. Landing Gear (Doors, Wheel Well, Strut, Tires, Brakes) - CHECK
- + 22. Chock - REMOVE
23. Standby Pump Drain - DRAIN
24. Fuel Filter Strainer Sump - DRAIN
- + 25. Engine Oil - CHECK QUANTITY, CAP SECURE
26. Engine Compartment Door (Outbd) - SECURE, BLEED VALVE EXHAUST CLEAR
27. Exhaust Stack (Outbd) - CHECK FOR CRACKS
28. Top Cowling Locks (Outbd) - SECURE
29. Nacelle Cooling Ram Air Inlets - CLEAR

- + 30. Propeller - CHECK FOR NICKS, DEICE BOOT SECURE
- 31. Engine Intake - CLEAR
- 32. Top Cowling Locks (Inbd) - SECURE
- 33. Exhaust Stack (Inbd) - CHECK FOR CRACKS
- 34. Generator Cooling Inlet - CLEAR
- 35. Engine Compartment Door (Inbd) - SECURE, BLEED VALVE EXHAUST CLEAR
- 36. Heat Exchanger Inlet - CLEAR
- + 37. Auxiliary Fuel Tank Cap - SECURE
- 38. Hydraulic Landing Gear Service Door (if installed) - SECURE
- 39. Inboard Deice Boot - CHECK
- 40. Heat Exchanger Outlet - CLEAR
- 41. Hydraulic Landing Gear Vent Lines (if installed) - CLEAR
- 42. Auxiliary Fuel Tank Sump - DRAIN
- 43. Lower Antennas and Beacon - CHECK

NOSE SECTION

- 1. OAT Probe (Lower Fuselage) - CHECK
- 2. Avionics Panel - SECURE
- 3. Condenser Blower Outlet - CLEAR
- + 4. Nose Gear (Doors, Strut, Nose Gear Steering Stop Block, Tire, Wheel Well) - CHECK
- + 5. Chock - REMOVE
- 6. Landing and Taxi Lights - CHECK
- 7. Pitot Masts - COVERS REMOVED, CLEAR
- 8. Radome - CHECK
- 9. Windshield Wipers - CHECK
- 10. Ram Air Inlet - CLEAR
- 11. Avionics Panel - SECURE

RIGHT WING AND NACELLE

- 1. Auxiliary Fuel Tank Sump - DRAIN
- 2. Battery Drain - CLEAR
- 3. Battery Air Inlet - CLEAR, VALVE FREE
- 4. Heat Exchanger Outlet - CLEAR
- 5. Inboard Deice Boot - CHECK
- 6. Battery Exhaust - CLEAR
- + 7. Auxiliary Fuel Tank Cap - SECURE
- 8. Heat Exchanger Inlet - CLEAR
- + 9. Engine Oil - CHECK QUANTITY, CAP SECURE
- 10. Engine Compartment Door (Inbd) - SECURE, BLEED VALVE EXHAUST CLEAR
- 11. Exhaust Stack (Inbd) - CHECK FOR CRACKS
- 12. Top Cowling Locks (Inbd) - SECURE
- 13. Nacelle Cooling Ram Air Inlets - CLEAR
- + 14. Propeller - CHECK FOR NICKS, DEICE BOOT SECURE
- 15. Engine Intake - CLEAR
- 16. Top Cowling Locks (Outbd) - SECURE
- 17. Exhaust Stack (Outbd) - CHECK FOR CRACKS

18. Generator Cooling Inlet - CLEAR
19. Engine Compartment Door (Outbd) - SECURE, BLEED VALVE EXHAUST CLEAR
20. Fuel Filter Strainer Sump - DRAIN
21. Standby Pump Drain - DRAIN
- + 22. Landing Gear (Doors, Wheel Well, Strut, Tires, Brakes) - CHECK
23. Fire Extinguisher (if installed) - CHECK PRESSURE
- + 24. Chock - REMOVE
25. Heated Fuel Vent - CLEAR
26. Ram Scoop Fuel Vent - CLEAR
27. Gravity Line Drain - DRAIN
28. Inverter Cooling Louvers - CLEAR
29. Wing Leading Edge Tank Sump - DRAIN
- + 30. External Power Door - CLOSED
31. Ice Light - CHECK
32. Outboard Deice Boot and Stall Strip - CHECK
- + 33. Tiedown - REMOVE
34. Flush Outboard Wing Fuel Tank Sump - DRAIN
- + 35. Main Fuel Tank Cap - SECURE
36. Navigation, Recognition, and Strobe Lights - CHECK
37. Static Wicks (4) - CHECK
38. Aileron and Bendable Tab - CHECK
39. Flaps - CHECK
40. Inverter Cooling Louver - CLEAR
- + 41. Brake Lines, Brake Wear, Brake Deice Lines (if installed) - CHECK
42. Oil Breather Vent - CLEAR

RIGHT AFT FUSELAGE

1. Lower Antennas - CHECK
2. Ventral Fin Drain Holes - CLEAR
3. Lower Aft Cabin Access Door - SECURE
- + 4. Tiedown - REMOVED
5. Oxygen Service Access Door - SECURE
6. Static Ports - CLEAR
7. ELT - ARMED
8. Cabin Air Exhaust - CLEAR
9. Access Panel - SECURE

TAIL SECTION

1. Ventral Fin and Static Wick (1) - CHECK
2. VOR antennas (Right and Left) - CHECK
3. Rudder, Rudder Tab, Stinger and Static Wicks (4) - CHECK
4. Horizontal Stabilizer, Boots and Static Wick (Right and Left) - CHECK
5. Elevator, Tab, and Static Wicks (3 Each Side) - CHECK
Verify Tabs are in "0" (Neutral) Position.

NOTE

The elevator trim tab "0" (neutral) position is determined by observing that the trailing edge of the elevator trim tab aligns with the trailing edge of the elevator when the elevator is resting against the down stops.

6. Position Light, Tail Floodlights (Left and Right If Installed) - CHECK

LEFT AFT FUSELAGE

1. Access Panel - SECURE
2. Static Ports - CLEAR
3. Drains (Aft Compartment, Oxygen Discharge, Relief Tube) - CLEAR

BEFORE ENGINE STARTING

NOTE

Items marked with an "*" may be omitted at pilot's discretion after the first flight of each day.

- * 1. Cabin Door (B200) or Cabin Door/Cargo Door (B200C)
Circuitry Check - COMPLETE (See OTHER NORMAL PROCEDURES.)
- 2. Cabin Door (B200) or Cabin Door/Cargo Door (B200C) - LOCKED (See OTHER NORMAL PROCEDURES.)

WARNING

A crew member must close and lock the door.

- * 3. Monogram Electric Toilet (if installed) - CONFIRM KNIFE VALVE OPEN
- 4. Load and Baggage - CONFIRM SECURE
- 5. Weight and C.G. - CHECKED
- 6. Seats - POSITIONED (SEATBACKS UPRIGHT, LATERAL-TRACKING SEATS - OUTBOARD POSITION)
- 7. Emergency Exit - CONFIRM SECURE AND UNLOCKED
- 8. Passenger Briefing - COMPLETE
- 9. Control Locks - CONFIRM REMOVED
- 10. Seats and Rudder Pedals - ADJUSTED
- 11. Seatbelts and Shoulder Harnesses - FASTENED
- 12. Oxygen System Ready - PULL ON
- * 13. Oxygen System Preflight Inspection - CONFIRM COMPLETE (See OTHER NORMAL PROCEDURES.)
- 14. Fuel Panel Circuit Breakers - IN
- 15. Pilot's Instrument Panel - CHECK
 - a. Compass Control - SLAVED
 - b. Prop Sync Switch (if installed) TYPE I - OFF; TYPE II - ON
- * 16. Pilot's Clock (Control Wheel) - CHECK AND SET
- 17. Pilot's Subpanel - CHECK
 - a. Mic Selector Switch - NORMAL
 - b. Parking Brake - CONFIRM SET
 - c. Engine Ice Vane Switches - EXTEND

NOTE

The engine ice vanes should be extended for all ground operations to minimize ingestion of ground debris. Turn engine anti-ice off, when required, to maintain oil temperature within limits.

- d. Pilot Air Control - AS REQUIRED
- e. Defrost Air Control - AS REQUIRED
- f. Landing Gear Control - DN
- g. Landing Gear Relay Circuit Breaker - IN
- h. All Other Switches - OFF
- 18. Avionics Panel Switches - AS REQUIRED
 - Radar - OFF OR STANDBY
- 19. Power Console - CHECK
 - a. Power Levers - IDLE, FRICTION SET
 - b. Propeller Levers - FULL FORWARD, FRICTION SET
 - c. Condition Levers - FUEL CUT OFF, FRICTION SET
 - d. Elevator, Aileron, and Rudder Trim Controls - SET
 - e. Landing Gear Alternate Extension Handle - STOWED
- 20. Pedestal - CHECK
 - a. EFIS Power Switches (if installed) - OFF
 - b. EFIS Reversionary Switches (if installed) - NORMAL
 - c. Cabin Pressure Switch - PRESS
 - d. Rudder Boost Switch - ON
 - e. Elevator Trim Switch - ON
 - f. Pressurization Controller - SET
- 21. Copilot's Instrument Panel - CHECK
 - Compass Control - SLAVED
- * 22. Copilot's Clock (Control Wheel) - CHECK AND SET
- 23. Copilot's Subpanel - CHECK
 - a. Cabin Sign - NO SMOKE & FSB
 - b. Vent Blower Switch - AUTO
 - c. Bleed Air Valve Switches - OPEN OR ENVIR OFF
 - d. Cabin Temp Mode Control - OFF
 - e. Cabin/Cockpit Air Control - AS REQUIRED
 - f. Copilot Air Control - AS REQUIRED
 - g. Mic Selector Switch - NORMAL
 - h. Oxygen Pressure - CONFIRM
 - i. All Other Switches - OFF
- 24. Copilot's Circuit Breaker Panel - CHECK
- * 25. Pilot's Static Air Source - NORMAL
- * 26. Fire Extinguisher (Under Copilot's Chair) - CHECK
- 27. Fuel Panel - CHECK
 - a. Battery - ON (L & R FUEL PRESS, L & R ICE VANE EXT annunciators - ILLUMINATED)
 - * b. Firewall Shutoff Valves - CLOSE
 - * c. Standby Pumps - ON (Listen For Operation, L & R FUEL PRESS annunciators - ILLUMINATED)
 - * d. Firewall Shutoff Valves - OPEN (L & R FUEL PRESS annunciators - EXTINGUISHED)

- * e. Standby Pumps - OFF (L & R FUEL PRESS annunciators - ILLUMINATED)
- * f. Crossfeed - ALTERNATELY LEFT AND RIGHT (FUEL CROSSFEED annunciator - ILLUMINATED, L & R FUEL PRESS annunciators - EXTINGUISHED)
- * g. Crossfeed - OFF
- * h. Auxiliary Tank Transfer - AUTO
- * i. No Transfer Lights - PRESS TO TEST (if extinguished)
- j. Fuel Quantity (Main and Auxiliary) - CHECK
- * 28. Landing Gear Handle Lights - PRESS TO TEST
- * 29. Hydraulic Fluid Sensor (if installed) - TEST (HYD FLUID LOW annunciator ILLUMINATED)
- 30. Beacon - ON
- 31. DC Volt/Loadmeters - PRESS TO CHECK VOLTAGE (23 volt minimum)
- * 32. Annunciators - TEST
- * 33. Stall Warning - TEST
- * 34. Fire Detectors and Fire Extinguishers (if installed) - TEST

ENGINE STARTING (BATTERY)

1. Right Ignition and Engine Start - ON (R FUEL PRESS annunciator - EXTINGUISHED)
2. Right Condition Lever - LOW IDLE (at 12% N₁ or above)
3. ITT and N₁ - MONITOR (1000°C maximum)

CAUTION

If no ITT rise is observed within 10 seconds after moving the Condition Lever to LOW IDLE, move the Condition Lever to CUT OFF. Allow 60 seconds for fuel to drain and starter to cool, then follow ENGINE CLEARING procedures.

4. Right Oil Pressure - CHECK
5. Right Condition Lever - HIGH IDLE
6. Right Ignition and Engine Start - OFF (at 50% N₁ or above)
7. Right Generator - RESET, (HOLD for 1 sec) then ON (charge battery until loadmeter reads approximately 50% or less)

NOTE

In order to turn the generator ON, the generator control switch must be held in the spring-loaded RESET position for a minimum of one second, then released to ON.

NOTE

The BATTERY CHARGE annunciator will illuminate approximately 6 seconds after the generator is on the line. If the annunciator does not extinguish within 5 minutes, refer to NICKEL-CADMIUM BATTERY CHECK procedure (see OTHER NORMAL PROCEDURES).

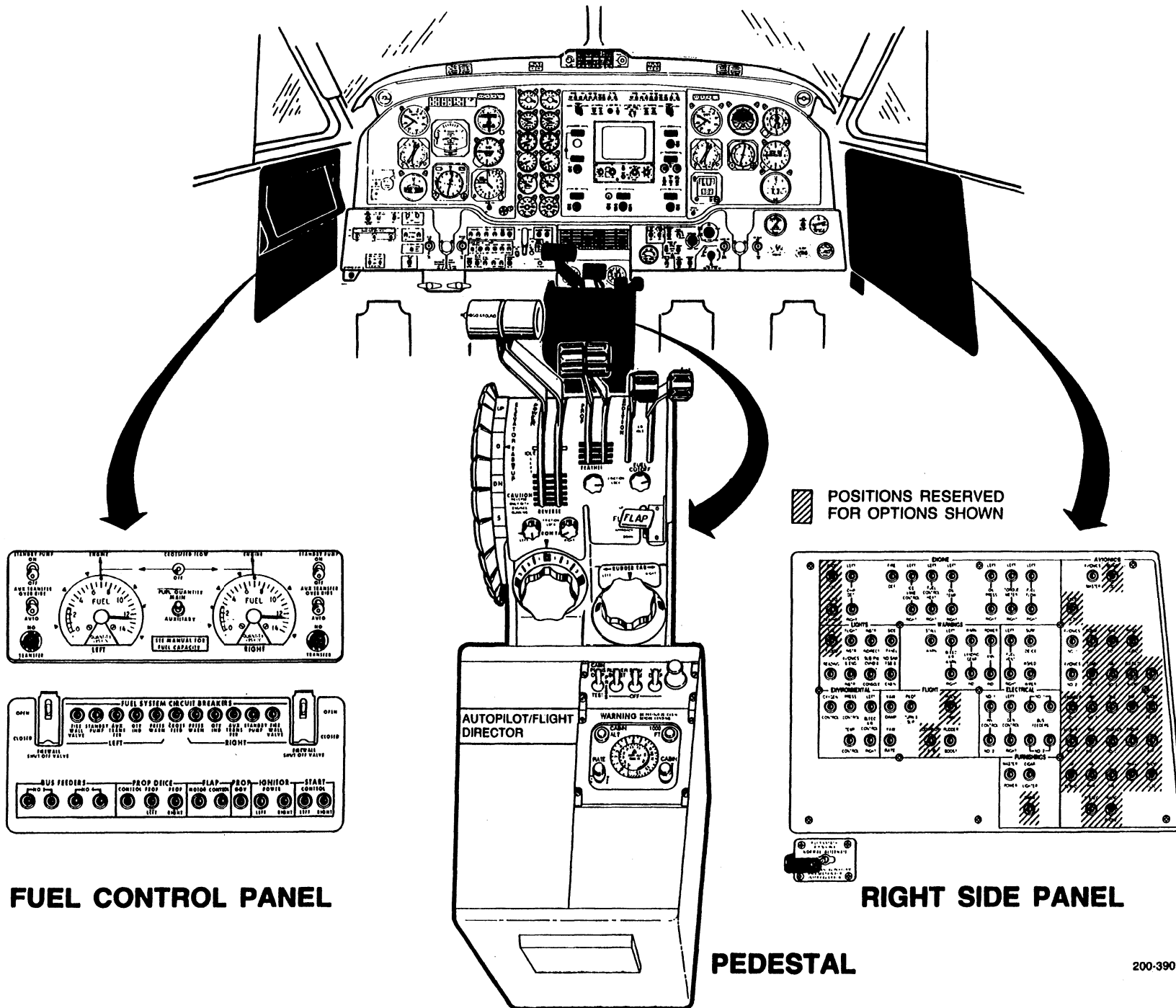
8. Right Generator - OFF
9. Left Ignition and Engine Start - ON (L FUEL PRESS annunciator - EXTINGUISHED)
10. As Left N₁ rpm accelerates thru 12%:
 - a. Left Condition Lever - LOW IDLE
 - b. Right Generator - ON
11. ITT and N₁ - MONITOR (1000°C maximum)
12. Left Oil Pressure - CHECK

200-390-12

PEDESTAL

RIGHT SIDE PANEL

FUEL CONTROL PANEL



CAUTION

Propeller reversing on unimproved surfaces should be accomplished carefully to prevent propeller erosion from reversed airflow and, in dusty conditions, to prevent obscuring the operator's vision.

Condition levers, when set at HIGH IDLE, keep the engines operating at 70% N_1 high idle speed for maximum reversing performance.

CAUTION

Power levers should not be moved into the reversing position when the engines are not running because the reversing system will be damaged.

FRICTION LOCKS

Four friction locks are located on the power quadrant of the pedestal. When they are rotated counterclockwise, the propulsion system control levers can be moved freely. As the friction locks are rotated clockwise, the control levers progressively become more resistant to movement, so that they will not creep out of position.

ENGINE INSTRUMENTATION

Engine instruments, located to the left of the center portion of the instrument panel, are grouped according to their function. At the top, the ITT (Interstage Turbine Temperature) indicators and torque meters are used to set take-off power. Climb and cruise power are established with the torque meters and propeller tachometers while observing ITT limits. Gas generator (N_1) operation is monitored by the gas generator tachometers. The lower grouping consists of the fuel flow indicators and the oil pressure/temperature indicators.

The ITT indicator gives an instantaneous reading of engine gas temperature between the compressor turbine and the power turbines.

The torque meters give an indication in foot-pounds of the torque being applied to the propeller.

The propeller tachometer is read directly in revolutions per minute. The N_1 or gas generator tachometer is read in percent of rpm, based on a figure of 37,500 rpm at 100%. Maximum continuous gas generator speed is limited to 38,100 rpm or 104.5% N_1 .

Proper observation and interpretation of these instruments provide an indication of engine performance and condition.

A propeller synchroscope, located to the left of the oil pressure/temperature indicators, operates to give an indication of synchronization of the propellers. If the right propeller

is operating at a higher rpm than the left, the face of the synchroscope, a black and white cross pattern, spins in a clockwise rotation. Left, or counterclockwise, rotation indicates a higher rpm of the left propeller. This instrument aids the pilot in obtaining complete synchronization of propellers.

PROPELLER SYNCHROPHASER (OPTIONAL)

TYPE I SYSTEM

The Propeller Synchrophaser system automatically matches the RPM of the right propeller (slave propeller) to that of the left propeller (master propeller) and maintains the blades of one propeller at a predetermined relative position with the blades of the other propeller. To prevent the right propeller from losing excessive rpm if the left propeller is feathered while the synchrophaser is on, the synchrophaser has a limited adjustment range from the manual governor setting. Normal governor operation is unchanged but the synchrophaser will continuously monitor propeller rpm and reset the governor as required. A magnetic pickup mounted in each propeller overspeed governor and adjacent to each propeller deice brush block transmits electric pulses to a transistorized control box installed forward of the pedestal.

The control box converts any pulse rate differences into correction commands, which are transmitted to a stepping type actuator motor mounted on the right engine cowl forward support ring. The motor then trims the right propeller governor through a flexible shaft and trimmer assembly to exactly match the left propeller. The trimmer, installed between the governor control arm and the control cable, screws in or out to adjust the governor while leaving the control lever setting constant. A toggle switch installed adjacent to the synchroscope turns the system on. With the switch off, the actuator automatically runs to the center of its range of travel before stopping to assure normal function when used again. To operate the system, synchronize the propellers in the normal manner and turn the synchrophaser on. The system is designed for in-flight operations and is placarded to be off for takeoff and landing. Therefore, with the system on and the landing gear extended, the caution flashers and a yellow light on the caution/advisory annunciator panel, PROP SYNCH ON, will illuminate.

The right propeller rpm and phase will automatically be adjusted to correspond to the left. To change rpm, adjust both propeller controls at the same time. This will keep the right governor setting within the limiting range of the left propeller. If the synchrophaser is on but is unable to adjust the right propeller to match the left, the actuator has reached the end of its travel. To re-center, turn the switch off, synchronize the propellers manually, and turn the switch back on.

TYPE II SYSTEM

The Propeller Synchrophaser system is an electronic system certified for all operations including takeoff and landing. The system automatically matches the RPM of both propellers and positions them at a preset phase relationship in order to reduce cabin noise.

Before engaging the system, manually set the RPM of each engine to within 10 RPM of each other. When the prop sync