

Section 4
Normal Procedures

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Short Field Landing

For a short field landing in smooth air conditions, make an approach at 75 KIAS with full flaps using enough power to control the glide path (slightly higher approach speeds should be used under turbulent air conditions). After all approach obstacles are cleared, progressively reduce power and maintain the approach speed by lowering the nose of the airplane. Touchdown should be made power-off and on the main wheels first. Immediately after touchdown, lower the nose wheel and apply braking as required. For maximum brake effectiveness, retract the flaps, hold the control yoke full back, and apply maximum brake pressure without skidding.

Crosswind Landing

Normal crosswind landings are made with full flaps. Avoid prolonged slips. After touchdown, hold a straight course with rudder and brakes as required.

The maximum allowable crosswind velocity is dependent upon pilot capability as well as aircraft limitations. Operation in direct crosswinds of 21 knots has been demonstrated.

Balked Landing/Go-Around

In a balked landing (go-around) climb, disengage autopilot, apply full power, then reduce the flap setting to 50%. If obstacles must be cleared during the go-around, climb at the best angle of climb with 50% flaps. After clearing any obstacles, retract the flaps and accelerate to the normal flaps-up climb speed.

1. Autopilot DISENGAGE
2. Power Lever FULL FORWARD
3. Flaps 50%
4. Airspeed BEST ANGLE OF CLIMB (81 – 83 KIAS)

After clear of obstacles:

5. Flaps UP

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After Landing

1. Power Lever 1000
2. Fuel Pump AS REQUIRED
3. Flaps AS REQUIRED
4. Transponder AS REQUIRED
5. Lights AS REQUIRED
6. Pitot Heat AS REQUIRED

• Note •

As the airplane slows the rudder becomes less effective and taxiing is accomplished using differential braking.

Shutdown

1. Fuel Pump (if used) OFF
2. Throttle IDLE
3. Ignition Switch CYCLE

• Caution •

Note that the engine hesitates as the switch cycles through the "OFF" position. If the engine does not hesitate, one or both magnetos are not grounded. Prominently mark the propeller as being "Hot," and contact maintenance personnel immediately

4. Mixture CUTOFF
5. All Switches OFF
6. Magnetos OFF
7. ELT TRANSMIT LIGHT OUT

• Note •

After a hard landing, the ELT may activate. If this is suspected, press the RESET button.

8. Chocks, Tie-downs, Pitot Covers AS REQUIRED