

Descent

1. Altimeter.....SET
2. Landing Lights (LAND Switch) ON
3. Fuel Quantity CHECK
4. Mixture AS REQUIRED
5. Seats and Seat Belts..... SECURE
6. Brake Pressure..... CHECK

Before Landing

1. Fuel Pump BOOST
2. Mixture AS REQUIRED
3. Flaps AS REQUIRED
4. Autopilot..... AS REQUIRED

Landing

• CAUTION •

Landings should be made with full flaps. Landings with less than full flaps are recommended only if the flaps fail to deploy or to extend the aircraft's glide distance due to engine malfunction. Landings with flaps at 50% or 0%: power should be used to achieve a normal glide path and low descent rate. Flare should be minimized. Limit flap deflections to 50% if ice contaminated

• NOTE •

Serials w/ IPS: If icing conditions will exist for approach and/or landing perform additional procedures in Serials w/ IPS: Icing Conditions.

Normal Landing

1. Flaps..... 100%
2. Airspeed 80 - 85 KIAS
3. Power Lever AS REQUIRED
After touchdown:
4. Brakes AS REQUIRED

Normal landings are made with full flaps with power on or off. Surface winds and air turbulence are usually the primary factors in determining the most comfortable approach speeds.

Actual touchdown should be made with power off and on the main wheels first to reduce the landing speed and subsequent need for braking. Gently lower the nose wheel to the runway after airplane speed has diminished. This is especially important for rough or soft field landings.

Short Field Landing

1. Flaps..... 100%
2. Airspeed 79 KIAS
3. Power Lever AS REQUIRED
After clear of obstacles:
4. Power Lever REDUCE TO IDLE
After touchdown:
5. Brakes MAXIMUM PILOT EFFORT W/O SKIDDING

For a short field landing in smooth air conditions, make an approach at 79 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 to reach idle just before touchdown 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 side stick 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, 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. Power Lever FULL FORWARD
 - 2. TO/GA Button PRESS
 - 3. Flaps 50%
 - 4. Airspeed 80 - 85 KIAS
- After clear of obstacles:
- 5. Flaps UP

After Landing

- 1. Power Lever 1000 RPM
- 2. Fuel Pump OFF
- 3. Mixture LEAN TO OBTAIN MAXIMUM IDLE RPM
- 4. Flaps UP
- 5. Lights AS REQUIRED
- 6. Probe Heat Switch (if installed) OFF

• NOTE •

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

Stall Speeds

• NOTE •

KIAS values may not be accurate at stall.

Bank Angle Deg	STALL SPEEDS AT IDLE					
	Flaps UP		Flaps 50%		Flaps 100%	
	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
3600 lb - Most FWD C.G.						
0	74	73	70	67	64	61
15	76	74	71	68	64	62
30	80	78	74	72	67	65
45	87	87	79	79	73	72
60	103	103	92	94	85	86
3600 lb - Most AFT C.G.						
0	72	70	69	66	63	60
15	73	71	70	67	64	61
30	77	75	73	71	66	65
45	84	83	79	78	72	72
60	99	99	91	93	85	85