

- (5) Lock the drive shaft to the torque tube by pulling the motor release arm full back to the normal locked position.
- (6) Safety-wire the release arm in the locked position.

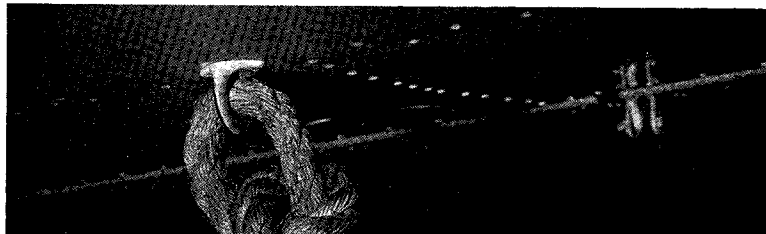
Gear-Up Landing:

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.

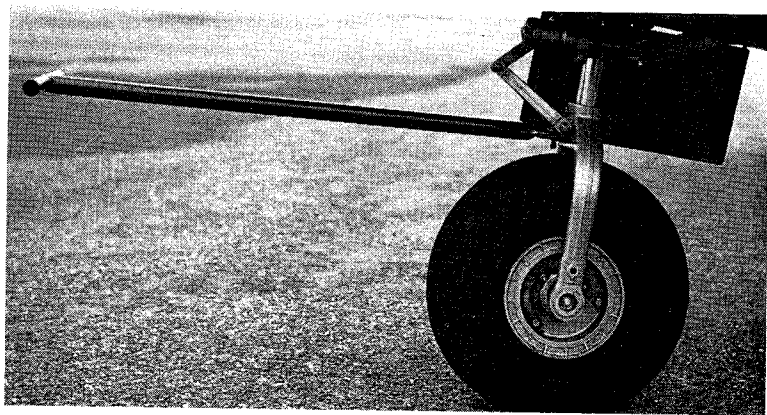
Engine Failure:

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 the opposite fuel 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.
- (4) Check ignition switch.



VIII. Mooring:

The Comanche should be moved on the ground with the aid of the nose wheel-tow-bar provided with each plane and installed in the baggage compartment on the bottom of the hat shelf.

