

GENERATOR INOPERATIVE (GEN OUT Annunciator Light On)

1. Generator Switch - OFF then ON (to reset)

If generator will not reset:

2. Generator Switch - OFF
3. Operating Generator - DO NOT EXCEED 1.0 LOAD

EXCESSIVE LOAD METER INDICATION (Over 1.0)

1. Battery Switch - OFF (Monitor Loadmeter)

If loadmeter still indicates above 1.0:

2. Non-essential Loads - OFF
3. Battery Switch - ON

CIRCUIT BREAKER TRIPPED

1. Non-essential Circuit - DO NOT RESET IN FLIGHT
2. Essential Circuit:
 - a. Circuit Breaker - PUSH TO RESET
 - b. If Circuit Breaker Trips Again - DO NOT RESET

SUB-PANEL FEEDER CIRCUIT BREAKER TRIPPED

1. A short is indicated - DO NOT RESET IN FLIGHT
2. Depending on which circuit breaker is tripped, the following items may become inoperative:
 - a. Fuel quantity gages
 - b. FUEL PRESSURE warning light
 - c. Fuel Crossfeed Valve
 - d. Aux Empty Light
 - e. Aux Fuel Transfer Valve

INVERTER INOPERATIVE

1. Select the other inverter

ELECTRICAL SMOKE OR FIRE

Action to be taken must consider existing conditions and equipment installed:

1. Master Switch - OFF (Gang Bar down)

ELECTROTHERMAL PROPELLER DEICE

Abnormal Readings on Deice Ammeter: (Normal Operation: 14 to 18 amps)

1. Zero Amps:
 - a. Propeller Heat Switch - CHECK
 - b. If OFF, reposition to ON after 30 seconds
 - c. If ON with zero amps, system is inoperative; position the switch OFF
2. Zero to 14 Amps:
 - a. Continue operation
 - b. If propeller imbalance occurs, increase rpm briefly to aid in ice removal
3. 18 to 23 Amps:
 - a. Continue operation
 - b. If propeller imbalance occurs, increase rpm briefly to aid in ice removal
4. More than 23 Amps:
 - a. Avoid icing conditions, since continued operation of the system cannot be assured
 - b. Do not operate the system except in emergencies
 - c. Restrict time of operation to a minimum

LANDING GEAR EMERGENCY EXTENSION

1. Airspeed - ESTABLISH 120 KIAS
2. Landing Gear Relay Circuit Breaker - PULL
3. Landing Gear Handle - DOWN
4. Emergency Engage Handle - LIFT AND TURN 50° CLOCKWISE TO ENGAGE
5. Extension Lever - PUMP up and down until 3 green lights are acquired

CAUTION

Do not continue pumping after receiving three green lights (gear down indication). Further movement of the handle could damage the drive mechanism and prevent subsequent electrical gear retraction. The landing gear cannot be retracted manually.

WARNING

After an emergency landing gear extension has been made, do not move any landing gear controls or reset any switches or circuit breakers until aircraft is on jacks as failure may have been in the gear up circuit and gear might retract on ground.

EMERGENCY STATIC AIR SOURCE

THE EMERGENCY STATIC AIR SOURCE SHOULD BE USED FOR CONDITIONS WHERE THE NORMAL STATIC SOURCE HAS BEEN OBSTRUCTED. When the aircraft has been exposed to moisture and/or icing conditions (especially on the ground), the possibility of obstructed static ports should be considered. Partial obstructions will result in the rate of climb indication being sluggish during a climb or descent. Verification of suspected obstruction is possible by switching to the emergency system and noting a sudden sustained change in rate of climb. This may be accompanied by abnormal indicated airspeed and altitude changes beyond normal calibration differences.

Whenever any obstruction exists in the Normal Static Air System or the alternate system is desired for use:

1. Pilot's Emergency Static Air Source - Switch to ALTERNATE (right side panel)
2. For Airspeed Calibration and Altimeter Correction, refer to FAA Performance Section

CAUTION

Be certain the emergency static air valve is in the NORMAL position when system is not needed.