

If SK414-10 is not installed, during descents with progressive power reductions into rough air, position the propeller synchrophaser to SYNC for less sensitive control. The synchrophaser should be positioned to OFF for large power changes. Upon completion of any large power changes, the synchrophaser may be reengaged for the remainder of the descent. Manually synchronize the propellers, securely tighten the quadrant friction lock, then select the SYNC position of the synchrophaser.

If SK414-10 is installed, and synchronized operation is lost during large power changes, manually resynchronize the propeller controls as closely as possible and synchronized operation should reoccur. Securely tighten the quadrant friction lock, then adjust the phasing knob as desired.

To prevent confusion in interpreting which 10,000-foot segment of altitude is being displayed on the altimeter, a striped warning segment is exposed on the face of the altimeter at all altitudes below 10,000 feet.

BEFORE LANDING

1. Seat Belts and Shoulder Harness - SECURE.
2. Propeller Synchrophaser - OFF.
3. Fuel Selectors - Left Engine - LEFT MAIN (Feel For Detent).
Right Engine - RIGHT MAIN (Feel For Detent).
4. Auxiliary Fuel Pumps - ON.
5. Alternate Air Controls - CHECK IN.
6. Wing Flaps - DOWN 15° below 164 KIAS.
7. Landing Gear - DOWN below 143 KIAS.
8. Landing Gear Position Indicator Lights - Check down lights ON;
Unlocked Light - OFF.
9. Cabin Differential Pressure - ZERO DIFFERENTIAL.
10. Mixtures - FULL RICH or lean as required for smooth operation.
11. Propellers - FULL FORWARD.
12. Wing Flaps - DOWN 45° below 143 KIAS.
13. Minimum Multi-Engine Approach Speed - 93 KIAS at 6200 pounds.
Refer to Section 5 for speeds at reduced weights.
14. Air Minimum Control Speed - 82 KIAS.

If fuel has been consumed at uneven rates between the two main tanks because of prolonged single-engine flight, it is desirable to balance the fuel load by operating both engines from the fullest tank. However, if there is sufficient fuel in both tanks, even though they may have unequal quantities, it is important to switch the left and right fuel selectors to the left and right main tanks, respectively; feel for detent; and check the auxiliary fuel pumps ON for the landing. This will provide an adequate fuel flow to each engine if a balked landing is necessary.

NOTE

Make sure weight does not exceed 6200 pounds before attempting landing.

Landing gear extension before landing is easily detected by a slight change in airplane trim and a slight "bump" as the gear locks down. Illumination of the gear-down indicator lights (green) is further proof that the gear is down and locked. The gear unlocked indicator light (red) will illuminate when the gear uplocks are released and will remain illuminated while the gear is in transit. The unlocked light will extinguish when the gear has locked down. If it is reasonably certain that the gear is down

and one of the gear-down indicator lights is still not illuminated, the malfunction could be caused by a burned out light bulb. This can be checked by pushing the press-to-test button. If the bulb is burned out, it can be replaced with the bulb from any post light, or the landing gear unlocked indicator light.

A simple last-minute recheck on final approach should confirm that all applicable switches are on, the gear-down indicator lights (green) are illuminated, the gear unlocked indicator light (red) is extinguished, the propeller controls are full forward, the mixtures are set for smooth operation, and the cabin pressure is at zero differential pressure.

Landings are simple and conventional in every respect. If power is used in landing approaches, it should be eased off cautiously near touch-down, because the "power-on" stall speed is considerably less than the "power-off" stall speed. An abrupt power reduction at five feet altitude could result in a hard landing if the airplane is near stall speed.

Landings on hard-surface runways are performed with 45° flaps and 93 KIAS during the approach, using as little power as practicable. A normal flare-out is made, and power is reduced in the flare-out. The landing is made on the main wheels first, and remaining engine power is cut immediately after touchdown. The nosewheel is gently lowered to the ground and brakes applied as required. Short field landings on rough or soft runways are done in a similar manner except that the nosewheel is lowered to the runway at a lower speed to prevent excessive nose gear loads.

Crosswind landings are performed with the least effort by using the crab method. However, either the wing-low, crab or combination method may be used. Crab the airplane into the wind in a normal approach using a minimum flap setting for the field length. Immediately before touchdown, the airplane is aligned with the flight path by applying down-wind rudder. The landing is made in nearly three-point attitude, and the nosewheel is lowered to the runway immediately after touchdown. A straight course is maintained with the steerable nosewheel and occasional braking if necessary.

BALKED LANDING

1. Increase engine speed to 2700 RPM and apply full throttle if necessary.
2. Balked Landing Transition Speed - 84 KIAS.
3. Landing Gear - RETRACT during IFR go-around or simulated IFR go-around after establishing a positive rate of climb.

NOTE

- Experience indicates that retracting the landing gear during an operational VFR go-around, when an immediate landing is contemplated, has been conducive to gear up landings.
- Always follow the Before Landing Checklist.

4. Wing Flaps - 15°.
5. Trim airplane for climb.
6. Cowl Flaps - OPEN.
7. Wing Flaps - UP as soon as all obstacles are cleared and a safe altitude and airspeed are obtained.