

EMERGENCY PROCEDURES**Balked Landing**

If it is necessary to go around just prior to landing:

- (1) Apply full power
- (2) Retract landing gear
- (3) Retract flaps slowly
- (4) Follow normal take-off procedures

NOTE: See Page 16 for Balked Landing Performance Information.

Procedure for Engine Failure During Take-Off

1. Loss of engine before reaching 105 MPH (91 knots): Close throttles and stop.
2. Loss of engine at speeds over 105 MPH (91 knots):
 - A. Push prop controls FULL FORWARD.
 - B. Throttles 48" Hg.
 - C. Landing gear UP.
 - D. Flaps UP Slowly.
 - E. Maintain heading and airspeed (105-115 MPH desired)(91-100 knots).
 - F. Fully determine inoperative engine.
 - G. Feather prop on inoperative engine.
 - H. Close mixture on inoperative engine.
 - I. Reduce power on operating engine to rated HP (320) 45" - 3200 RPM.
 - J. Ignition switch Off, Fuel Off, Generator Off on inoperative engine.
 - K. Booster pump ON.
 - L. Trim aircraft as required.

Engine Failure During Cruise

1. Correctly determine inoperative engine by checking with throttles.
2. Feather engine as outlined above.
3. Maintain 70% power on good engine for best cruise.

Complete Hydraulic Failure

The landing gear can be extended by placing the control handle in the DOWN position. If the gear does not extend immediately, make gentle pull ups. Check the landing gear position indicator; gear safe lights and silencing of the gear warning horn for the gear in the locked position. For best extension of the gear, slow the airplane to 95-100 MPH (83-87 knots) before placing control handle down.

The flaps cannot be actuated if complete hydraulic failure occurs and approach speed of 95 MPH (83 knots) is recommended with flaps up.