

- h. Engine Air Intake - EXAMINE FOR OBSTRUCTIONS
- i. Fuel - CHECK QUANTITY AND SECURE CAPS
- j. Tie Down and Chocks - REMOVE
- k. Lights and Deice Boot - CHECK FOR CONDITION

9. RIGHT WING TRAILING EDGE

- a. Aileron - CHECK CONDITION AND FREEDOM OF MOVEMENT
- b. Fuel Vents - CHECK
- c. Fuel Sump Aft of Wheel Well - DRAIN
- d. Flaps - CHECK GENERAL CONDITION

NOTE

Check operation of lights if night flight is anticipated.

CAUTION

DO NOT TAXI WITH A FLAT SHOCK STRUT.

BEFORE STARTING

- 1. Seats - POSITION AND LOCK SEAT BACKS UPRIGHT
- 2. Seat Belts - FASTEN
Shoulder Harnesses if installed - FASTEN
- 3. Parking Brake - SET
- 4. All Avionics - OFF
- 5. Oxygen - CHECK QUANTITY AND OPERATION
- 6. Landing Gear Handle - DOWN
- 7. Cowl Flap Switches - CHECK, OPEN. Check position light - ON
- 8. Fuel Selector Valves - CHECK OPERATION THEN SET TO MAIN
- 9. All Circuit Breakers, Switches and Equipment Controls - CHECK
- 10. Battery Switch - ON

CAUTION

The generator/alternator control switches must be turned OFF prior to connecting an auxiliary power unit for starting, battery charging or electrical equipment check-out. This procedure protects the voltage regulators and system electrical equipment from voltage transients (power fluctuations).

11. Fuel Quantity Indicators - CHECK QUANTITY MAIN AND AUXILIARY. Fuel quantity selector switch to MAIN. (See LIMITATIONS for take-off fuel)
12. Landing Gear Position Lights - CHECK

STARTING

1. Throttle Position - APPROXIMATELY 1/2 IN. OPEN
2. Propeller Control - LOW PITCH (high rpm)
3. Mixture Control - FULL RICH

NOTE

If the engine is hot, and the ambient temperature is 90°F or above, place mixture control in IDLE CUT-OFF, switch fuel boost pump to HIGH for 30 to 60 seconds, then OFF. Return mixture control to FULL RICH.

4. Fuel Boost Pump - HIGH (until pressure stabilizes then - OFF)

CAUTION

Do not engage starter for more than 30 seconds in any 4-minute period.

5. Magneto/Start Switch - START (Observe Starter Limits)

LANDING GEAR SYSTEM

CAUTION

Never taxi with a flat strut.

The landing gear is operated through adjustable linkage connected to an actuator assembly mounted beneath the front seats. The actuator assembly is driven by an electric motor. The landing gear may be electrically retracted and extended, and may be extended manually.

CONTROL SWITCH

The landing gear is controlled by a two-position switch on the right side of the control console. The switch handle must be pulled out of the safety detent before it can be moved to the opposite position. Never operate the landing gear electrically with the handcrank engaged.

POSITION INDICATORS

Landing gear position lights are located above the control switch. The lights, red for gear up and green for gear down, illuminate only when the gear has reached the fully retracted or extended position. In addition, a mechanical pointer at the base of the console shows the position of the nose gear during transit and in the full up or full down position.

SAFETY SWITCH

To prevent inadvertent retraction of the landing gear on the ground, a main strut safety switch opens the control circuit when the strut is compressed.

CAUTION

Never rely on the safety switch to keep the gear down during taxi or on take-off, landing roll, or in a static position. Always make certain that the landing gear switch is in the down position during these operations.

WARNING HORN

If either or both throttles are retarded below an engine setting sufficient to sustain two engine flight with the landing gear retracted, a warning horn will sound intermittently. During one engine operation, the horn can be silenced by advancing the throttle of the inoperative engine until the throttle warning horn switch opens the circuit.

MANUAL EXTENSION

The landing gear can be manually extended, but not retracted, by operating the handcrank on the rear of the pilot's seat. The landing gear handle must be in the down position and the landing gear MOTOR circuit breaker must be pulled before manually extending the gear. When the electrical system is operative, the landing gear may be checked for full down with the gear position lights, provided the landing gear RELAY circuit breaker is engaged. After the landing gear is down, disengage the handcrank. For electrical retraction of the landing gear after a practice manual extension use procedures outlined in the EMERGENCY PROCEDURES section.

If the landing gear was extended for emergency reasons, do not move any landing gear controls or reset any switches or circuit breakers until the aircraft is on jacks, to prevent a gear retraction on the ground. These procedures are outlined in the EMERGENCY PROCEDURES section.