

PART II

FLIGHT PROCEDURES

GENERAL

This section will describe recommended flight procedures necessary for the proper operation of your Mark 21. The aircraft is normally flown from the left seat. However, when equipped with optional dual brakes, a copilot or instructor has full control of the aircraft and access to all instruments and controls. The copilot can override the Mooney PC system easily without depressing the cut-off valve located on the left control wheel.

WEIGHT & BALANCE

The aircraft weight and center of gravity location can be determined from the information and examples shown in the Weight & Balance Record provided with the airplane.

The maximum allowable take-off weight of the Mark 21, including fuel, oil, baggage, and passengers is 2575 pounds. To determine the C.G. location of a proposed loading, the loading must be checked per the weight and balance data.

The hat rack compartment, aft of the main baggage compartment, is to be used only for storage of light, soft items.

WARNING

The hat rack area is limited to ten pounds weight for balance purposes.

PRE-FLIGHT INSPECTION

The following pre-flight inspection is recommended:

1. Check all switches off.
2. Remove tiedowns or wheel blocks, check tires and prop clear of rocks, holes, etc.
3. Check wings and control surfaces clear of ice, snow, or frost.

4. Check the propeller blades for nicks or cracks.
5. Check the oil level to six quarts or above.
6. Inspect the cowling for loose attachments.
7. Inspect the tires for proper inflation.
8. Inspect the air filters for cleanliness.
9. Check the left tank for fuel level and drain sump.
10. Check the left aileron for freedom of travel.
11. Inspect the left flap.
12. Inspect the elevator and rudder for freedom of travel.
(Rudder travel will be limited by nose gear steering mechanism.)
13. Inspect the right flap.
14. Inspect the right aileron for freedom of travel.
15. Check the right fuel tank for fuel level and drain sump.
16. Check lights if flight is at night.

ENTERING THE AIRPLANE

After entering the cabin, close the door by pulling on the pull strap and rotating the handle forward to the latched position. DO NOT SLAM THE DOOR. Check that the gear retraction handle (or electric gear switch) is in the gear down and locked position. Drain the fuel selector valve on the floorboard and turn the selector to the proper tank. Be sure the drain returns to "OFF" position and that the pull ring is properly positioned in the cavity provided. If the flight is at night, check to assure a flashlight is on board.

STARTING THE ENGINE

The following starting procedures are recommended; however, the starting characteristics of each engine may vary slightly which could necessitate some variation from these recommendations.

1. Set fuel selector knob on fuller tank.
2. Turn off all radio and electrical switches.
3. Set the parking brakes.
4. Check carburetor heat for OFF.
5. Open cowl flaps fully.
6. Check propeller control for high rpm (full forward).