

DESCENT

1. Altimeter - SET
2. Cowl Flaps - CLOSED
3. Power - AS REQUIRED (avoid prolonged idle settings and low cylinder head temperatures)
4. Mixture - ENRICH AS REQUIRED

BEFORE LANDING

1. Seat Belts and Shoulder Harnesses - SECURE

NOTE

All reclining seats must be in the upright position during landing.

2. Fuel Selector Valve - SELECT TANK MORE NEARLY FULL
3. Cowl Flaps - AS REQUIRED
4. Mixture - FULL RICH (or as required by field elevation)
5. Landing Gear - DOWN and CHECK. (Observe maximum extension speed)
6. Landing and Taxi Lights - AS REQUIRED
7. Flaps - DOWN (Observe maximum extension speed)
8. Airspeed - ESTABLISH LANDING APPROACH SPEED.
9. Propeller - HIGH RPM

BALKED LANDING

1. Power - FULL THROTTLE, 2700 RPM
2. Airspeed - 76 kts/87 mph until clear of obstacles, then trim to normal climb speed
3. Flaps - UP
4. Landing Gear - UP
5. Cowl Flaps - OPEN

**Section VII
Systems Description**

**BEEHCRAFT Bonanza 36, A36
E-1 thru E-926**

simultaneously with it. Limit switches and a dynamic brake automatically stop the retract mechanism when the gear reaches its full up or full down position.

POSITION INDICATORS (A36)

The landing gear position indicator lights are located adjacent to the landing gear switch handle. Three green lights, one for each gear, are illuminated whenever the landing gear are down and locked. The red light illuminates any time one or all of the landing gear are in transit or in any intermediate position. All of the lights will be out when the gear are up.

Testing of the landing gear position indicator lights is accomplished by pressing the warning light test button on the floating instrument panel. The intensity of the lamps is automatically lowered for night flights when the navigation lights are turned on.

CIRCUIT BREAKER

The landing gear circuit breaker is located on the left sub-panel of Bonanza 36 models and on the right subpanel of Bonanza A36 models. It is a pull-and-reset type breaker. The breaker will pop out under overload conditions.

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.

WARNING

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.