

MALIBU MIRAGE

PA-46-350P

SN 4636196 AND UP

REFERENCE ONLY

THIS ELECTRONIC VERSION
OF THE POH IS
NOT APPROVED TO
REPLACE ANY OPERATING
INFORMATION REQUIRED
BY THE REGULATIONS.

PILOT'S OPERATING HANDBOOK

AND

**FAA APPROVED
AIRPLANE FLIGHT MANUAL**

AIRPLANE
SERIAL NO. _____

AIRPLANE
REGIST. NO. _____

PA-46-350P

REPORT: VB-1710 FAA APPROVED BY:



PETER E. PECK

D.O.A. NO. SO-1

THE NEW PIPER AIRCRAFT, INC.

VERO BEACH, FLORIDA

DATE OF APPROVAL:

FEBRUARY 23, 1999

THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILOT BY THE FEDERAL AVIATION REGULATIONS AND ADDITIONAL INFORMATION PROVIDED BY THE MANUFACTURER AND CONSTITUTES THE FAA APPROVED AIRPLANE FLIGHT MANUAL. THIS HANDBOOK MUST BE CARRIED IN THE AIRPLANE AT ALL TIMES.



4.33 GO-AROUND (4.5n)

To initiate a go-around from a landing approach, the mixture should be set to full RICH, the propeller control should be at full INCREASE, and the throttle should be advanced to full power while the pitch attitude is increased to obtain the balked landing climb speed of 80 KIAS. Retract the landing gear and slowly retract the flaps when a positive climb is established. Allow the airplane to accelerate to the best angle of climb speed (81 KIAS) for obstacle clearance or to the best rate of climb speed (110 KIAS) if obstacles are not a factor. Reset the longitudinal trim as required.

4.35 AFTER LANDING (4.5o)

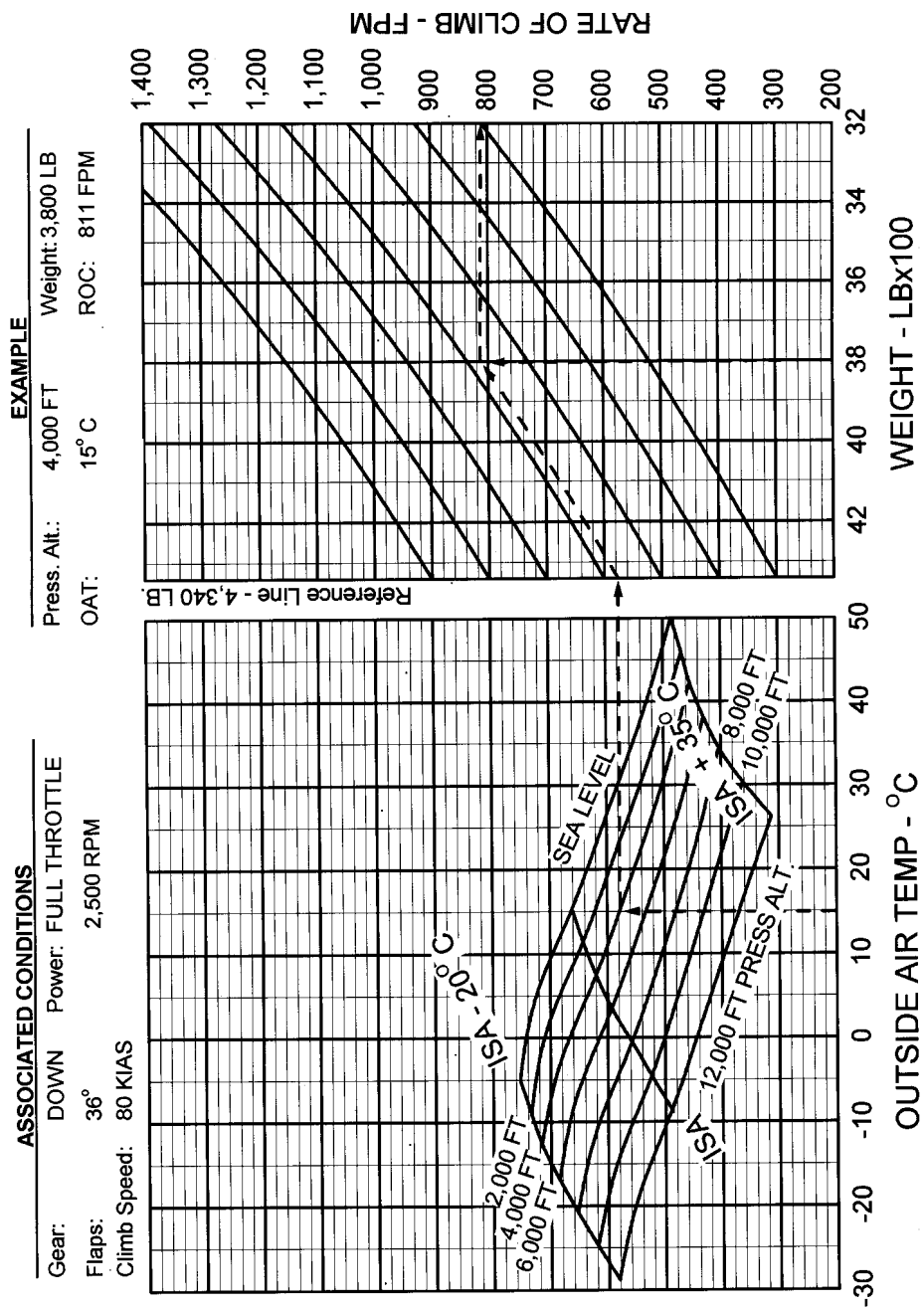
When clear of the active runway, move the induction air control to PRIMARY, retract the flaps, and turn the air conditioner on as desired. Turn OFF the radar, emergency (EMERG) fuel pump, and strobe lights. Turn OFF the landing and taxi lights as required.

4.37 STOPPING ENGINE (4.5p)

Prior to shutdown, all radio and electrical equipment and external lights should be turned OFF.

The air conditioner should be turned OFF, the propeller control set in the full INCREASE position, and the throttle should be CLOSED until there is a decided decrease in CHT. Increase throttle to 1000 rpm. Maintain speed for approximately 30 seconds to ensure adequate scavenging of turbocharger oil system. Stop the engine by pulling the mixture control back to idle cut-off. After the engine stops, both magneto switches, alternator switches, and battery master switches must be turned OFF.

BALKED LANDING CLIMB PERFORMANCE



BALKED LANDING CLIMB

Figure 5-37