

4.5n LANDING**CAUTION**

In crosswind conditions, the nosewheel will not be aligned with the runway as the wheel touches down because of rudder input. To prevent swerving in the direction of nosewheel offset, which could result in the aircraft departing the side of the runway, the rudder must be promptly centered just as the nosewheel touches down.

NORMAL TECHNIQUE

FLAPS ANY SETTING
(normal is 36°)
Airspeed 80 - 85 KIAS (flaps down)
95 KIAS (flaps up)
THROTTLE AS REQUIRED

After touchdown:

Brakes AS REQUIRED

SHORT FIELD TECHNIQUE

FLAPS FULL DOWN
Airspeed 78 KIAS
THROTTLE AS REQUIRED

Over obstacle:

THROTTLE REDUCE TO IDLE

After touchdown:

Brakes MAXIMUM

4.5o Go-around Checklist

GO-AROUND

MIXTURE FULL RICH
PROP RPM FULL INCREASE
THROTTLE FULL POWER
Control Wheel back pressure to
ROTATE to CLIMB ATTITUDE
Airspeed 80 KIAS
LANDING GEAR Selector..... UP
FLAPS RETRACT INCREMENTALLY
Trim AS REQUIRED

If the aircraft is equipped with optional Underspeed Protection (USP) and an autopilot coupled go-around is desired, press the TO/GA button on the throttle handle, followed immediately by the checklist shown above. Refer to Section 7 for additional details on the autopilot coupled go-around and Underspeed Protection (USP).

4.5p After Landing Checklist

AFTER LANDING

INDUCTION AIR Control PRIMARY
FLAPS RETRACT
AIR COND AS DESIRED
EMERG FUEL PUMP Switch..... OFF
Ice Protection Equipment (if installed) OFF
WX Radar (if installed)..... STBY
Transponder..... AS REQUIRED
STROBE LIGHTS/FIN STROBE AS REQUIRED
LANDG/TAXI Lights AS REQUIRED