

LANDING GEAR MANUAL EXTENSION

1. LANDING GEAR RELAY Circuit Breaker (Pilot's Subpanel) - PULL
2. Landing Gear Switch Handle - DOWN
3. Alternate Extension Handle - PUMP up and down until the three green Gear Down Annunciators are illuminated
4. Alternate Extension Handle - STOW

WARNING

If for any reason one or more green GEAR DOWN lights do not illuminate (e.g., in case of an electrical system failure, or in the event an actuator is not locked "down"), continue pumping until sufficient resistance is felt to ensure that the gear is down and locked. Do not stow alternate extension handle. The landing gear cannot be manually retracted in flight.

WARNING

After a manual landing gear extension has been made, do not move any landing gear controls, or reset any switches or circuit breakers until the airplane is on jacks, since the failure may be in the gear-up circuitry or the hydraulic system and the gear might retract on the ground.

(CONT'D)

NOTE: The applicable *Pilot's Operating Handbook* and *FAA Approved Airplane Flight Manual* contains more detailed procedures which must be followed.

BOTH GENERATOR TIES OPEN (L AND R GEN TIE OPEN ANNUNCIATORS)

1. GEN TIES Switch - MAN CLOSE
2. If Gen Tie Will Not Close - MONITOR LOADMETERS

NOTE

Center bus will be powered only by the battery. Battery will be depleted (battery not charging) if equipment used is fed by the center bus.

BATTERY TIE OPEN (BAT TIE OPEN ANNUNCIATOR)

1. Center Bus Voltage - MONITOR
2. If Center Bus Voltage is Normal (24-28 vdc) - BUS SENSE Switch to RESET
3. If Center Bus Voltage is Zero, GEN TIE Switch - OPEN; LANDING GEAR RELAY Circuit Breaker (pilot's subpanel) - PULL
 - a. Battery will not charge
 - b. Systems powered by the center bus will not be operational
 - c. Landing gear will have to be manually extended

NOTE

If BAT BUS TIE will not reset, battery will not charge.

CIRCUIT BREAKER TRIPPED

1. Nonessential Circuit - DO NOT RESET IN FLIGHT
2. Essential Circuit
 - a. Circuit Breaker - PUSH TO RESET
 - b. If Circuit Breaker trips again - DO NOT RESET

AVIONICS MASTER POWER SWITCH FAILURE

If the Avionics Master Pwr switch fails to operate in the ON position:

- Avionics Master Circuit Breaker - PULL

NOTE

Turning on the Avionics Master Pwr switch removes power that holds the avionics relay open. If the switch fails to the OFF position, pulling the Avionics Master circuit breaker will remove power to the relay and should restore power to the avionics busses.

LANDING GEAR SYSTEM

HYDRAULIC FLUID LOW (HYD FLUID LOW ANNUNCIATOR)

1. Landing Gear ATTEMP TO EXTEND NORMALLY
UPON ARRIVING AT DESTINATION
2. If Landing Gear Fails To Extend SEE LANDING GEAR MANUAL EXTENTION

LANDING GEAR MANUAL EXTENSION

If the Landing Gear Fails to Extend After Placing the Landing Gear Control Down, Perform the Following:

1. Landing Gear Relay Circuit Breaker (pilot's subpanel) PULL
2. Landing Gear Control CONFIRM DN
3. Alternate Extension Handle UNSTOW AND PUMP
 - a. Pump handle up and down until the three green gear-down annunciators are illuminated.

- b. While pumping, do not lower handle to the level of the securing clip as this will result in the loss of pressure.

If All Three Green Gear-Down Annunciators are Illuminated:

4. Alternate Extension HandleSTOW
5. Landing Gear ControlsDO NOT ACTIVATE
 - a. The Landing Gear Control and the Landing Gear Relay Circuit Breaker MUST NOT BE ACTIVATED.
 - b. The landing gear should be considered UNSAFE until the airplane is on jacks and the system has been cycled and checked.

If One or More Green Gear-Down Annunciators Do Not Illuminate For Any Reason and a Decision is Made to Land in This Condition:

6. Alternate Extension HandleCONTINUE PUMPING
 - a. Continue to pump until maximum resistance is felt.
 - b. When pumping is complete, leave handle at the top of the stroke. DO NOT LOWER AND STOW.

Prior to Landing:

7. Alternate Extension HandlePUMP AGAIN
 - a. Pump the handle again until maximum resistance is felt.
 - b. When pumping is complete, leave handle at the top of the stroke. DO NOT LOWER AND STOW.

After Landing:

8. Alternate Extension HandlePUMP AGAIN WHEN CONDITIONS PERMIT
 - a. Pump the handle again, when conditions permit, to maintain hydraulic pressure until the gear can be mechanically secured.
 - b. DO NOT STOW HANDLE.
 - c. DO NOT ACTIVATE THE LANDING GEAR CONTROL OR THE LANDING GEAR RELAY CIRCUIT BREAKER.
 - d. The landing gear should be considered UNLOCKED until the airplane is on jacks and the system has been cycled and checked.

ICE PROTECTION SYSTEM

ELECTROTHERMAL PROPELLER DEICE AMMETER

Operation in icing conditions with abnormal readings on the deice ammeter is not recommended and ice removal cannot be assured. Normal Operation: 14 to 18 Amperes.

1. Zero Amps:
 - a. Breaker Switch - CHECK
 - b. If OFF, reposition to ON after 30 seconds
 - c. If ON with zero amps, system is inoperative. Position switch to OFF.
2. Below 14 Amps:
 - a. Continue Operation
 - b. If propeller imbalance occurs, increase rpm briefly to aid in ice removal.
3. 18 to 23 Amps:
 - a. Continue Operation
 - b. If propeller imbalance occurs, increase rpm briefly to aid in ice removal.
4. Above 23 Amps:
 - a. Avoid icing conditions, since continued operation of the system cannot be assured.
 - b. Do not operate the system, except in emergencies.
 - c. Restrict time of operation to a minimum.