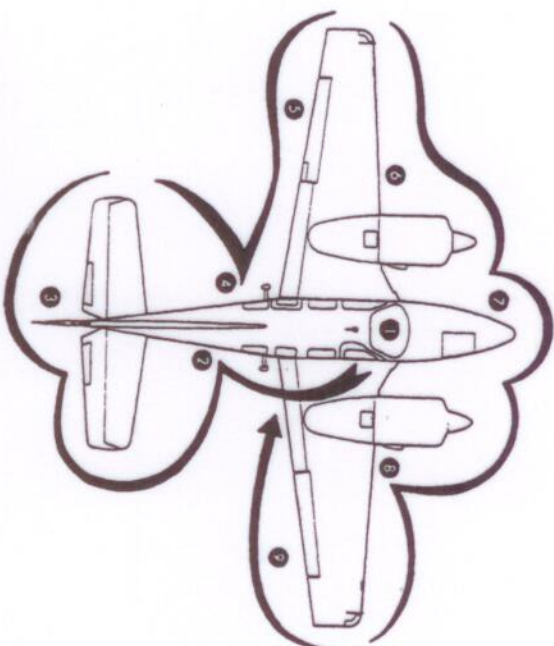


BEECH 58P CHECK LIST NORMAL PROCEDURES AIRSPEEDS FOR SAFE OPERATIONS

	<u>KNOTS</u>
Never Exceed	235
(Decrease 5 Kts. Per 1000 feet above 16,000 feet)	
Max. Structural Cruise (Decrease 4 Kts. Per 1000 feet above 16,000 feet)	196
Design Maneuvering Above 23,000 feet	170
Maximum Flaps Extension/Extended & Approach (15°)	161
Above 21,000 feet	177
21,000 feet & below	162
Full Down (30°)	143
Maximum Landing Gear Operating/Extended Above 21,000 feet	177
Maximum Demonstrated Crosswind Component	162
Takeoff	30
Lift-Off	81
50 feet speed	99
Two Engine	
Best Rate of Climb	115
Best Angle of Climb	95
Cruise Climb	130
Sea Level to 25,000 feet	
Turbulent Air Penetration Landing Approach:	170
Flaps Down (30°)	
Flaps Up (0°)	100
Balked Landing Climb	104
Intentional One Engine	92
Inoperative Speed	87
Air Minimum Control Speed	81

-1-



PREFLIGHT INSPECTION

1. **COCKPIT**
 - a. Control Locks — REMOVE AND STOW
 - b. Parking Brake — SET
 - c. All Switches — OFF
 - d. Trim Tabs — SET TO ZERO
 - e. Oxygen — CHECK
2. **FUSELAGE RIGHT SIDE**
 - a. Static Port — CLEAR OF OBSTRUCTIONS
 - b. Emergency Locator Transmitter — ARMED
3. **FUSELAGE LEFT SIDE**
 - a. Static Port — CLEAR OF OBSTRUCTIONS
 - b. All Antennas and Lower Beacon — CHECK
 - c. Static Air Drain — DRAIN AND CLOSE
 - d. Load Distribution — CHECK
 - e. Cabin Door — CHECK SECURE
4. **EMPENNAGE**
 - a. Control Surfaces, Tabs and Deice Boots — CHECK, CONDITION, SECURITY AND ATTACHMENT
 - b. Tail Cone, Tail Light, and Rudder Beacon — CHECK
 - c. Tie Down — REMOVE

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5. **LEFT WING TRAILING EDGE**

- a. Fuel Sump Aft of Wheel Well — DRAIN
- b. Fuel Vents — CHECK
- c. Flaps — CHECK GENERAL CONDITION
- d. Aileron — CHECK CONDITION AND FREEDOM OF MOVEMENT, TAB NEUTRAL WHEN AILERON NEUTRAL

6. **LEFT WING LEADING EDGE**

- a. Navigation Light, Wing Tip Landing Light (if installed), and Deice Boot — CHECK FOR CONDITION
 - b. Stall Warning Vane — CHECK FREEDOM OF MOVEMENT
 - c. Fuel — DEPRESS FLAPPER, CHECK QUANTITY, AND SECURE CAP(S). ALWAYS CHECK WING TIP TANK FIRST (IF INSTALLED); DO NOT REMOVE INBOARD CAP IF FUEL IS VISIBLE IN TIP TANK.
 - d. Wing Tip Tank (if installed) Sump — DRAIN
 - e. Fuel Sight Gage — CHECK (if installed)
 - f. Tie Down, Chocks — REMOVE
 - g. Engine Oil — CHECK QUANTITY, CAP AND DOOR SECURE
 - h. Engine Cowling and Doors — CHECK CONDITION AND SECURITY
 - i. Landing Light (if installed) — CHECK
 - j. Engine Air Openings — EXAMINE FOR OBSTRUCTIONS (6 places)
 - k. Propeller — EXAMINE FOR NICKS, SECURITY AND OIL LEAKS
 - l. Cowl Flap — CHECK
 - m. Wheel Well Doors, Tire, Brake Line and Shock Strut — CHECK
 - n. Landing Gear Uplock Roller and Downlock Mechanism — CHECK CONDITION
 - o. Fuel Sump — DRAIN
 - p. Fuel Strainer — DRAIN
7. **NOSE SECTION**
- a. Wheel Well Doors, Tire and Shock Strut — CHECK
 - b. Pitot(s) — REMOVE COVER, EXAMINE FOR OBSTRUCTIONS
 - c. Taxi Light — CHECK
 - d. Baggage Door — SECURE
 - e. Nose Cone — CHECK
 - f. Windshield — CHECK CONDITION

8. **RIGHT WING LEADING EDGE**

- a. Wheel Well Doors, Tire, Brake Line, and Shock Strut — CHECK
- b. Landing Gear Uplock Roller and Downlock Mechanism — CHECK CONDITION
- c. Cowl Flap — CHECK
- d. Fuel Sump — DRAIN
- e. Fuel Strainer — DRAIN
- f. Engine Oil — CHECK QUANTITY, CAP AND DOOR SECURE
- g. Engine Cowling and Doors — CHECK CONDITION AND SECURITY
- h. Landing Light (if installed) — CHECK
- i. Propeller — EXAMINE FOR NICKS, SECURITY AND OIL LEAKS
- j. Engine Air Openings — EXAMINE FOR OBSTRUCTIONS (6 places)
- k. Fuel Sight Gage — CHECK (if installed)
- l. Fuel — DEPRESS FLAPPER, CHECK QUANTITY, AND SECURE CAP(S). ALWAYS CHECK WING TIP TANK FIRST (IF INSTALLED); DO NOT REMOVE INBOARD CAP IF FUEL IS VISIBLE IN TIP TANK.
- m. Wing Tip Tank (if installed) Sump — DRAIN
- n. Tie Down and Chocks — REMOVE
- o. Navigation Light, Wing Tip Landing Light (if installed), and deice boot — CHECK FOR CONDITION

9. **RIGHT WING TRAILING EDGE**

- a. Aileron — CHECK CONDITION AND FREEDOM OF MOVEMENT
- b. Fuel Vents — CHECK
- c. Fuel Sump Aft of Wheel Well — DRAIN
- d. Flaps — CHECK GENERAL CONDITION

BEFORE STARTING

- 1. Aft Door Visual Indicators — CHECK
- 2. Fwd Door Hook Engagement — CHECK
- 3. Instrument Air Switch (located fwd side of front spar cover) — NORMAL POSITION
- 4. Seats — POSITION AND LOCK. SEAT BACKS UPRIGHT
- 5. Seat Belts and Shoulder Harnesses — FASTEN
- 6. Oxygen — CHECK OPERATION
- 7. Landing Gear Handle — DOWN
- 8. Cowl Flap Switches — CHECK, OPEN
- 9. Fuel Selectors — CHECK ON
- 10. All Circuit Breakers, Switches and Equipment Controls — CHECK
- 11. Battery Switch - ON
- 12. Alternator Switches - ON
- 13. Fuel Quantity Indicators — CHECK QUANTITY
- 14. Landing Gear Position Lights — CHECK

1. Propeller Control — HIGH RPM
2. Mixture Control — IDLE CUT-OFF
3. Battery Switch — ON
4. Boost Pump — ON
5. Start Engine:

COLD STARTS

- a. Throttle — ½ OPEN
- b. Mixture control FULL RICH for 2 to 3 seconds to prime then to IDLE CUT-OFF
- c. Throttle — ½ INCH OPEN
- d. Magneto/Start Switch — START
- e. When engine starts, return the Magneto/Start switch to BOTH. Slowly advance the mixture control to FULL RICH.

FLOODED ENGINE

- a. Mixture Control — IDLE CUT-OFF
- b. Throttle — ½ OPEN
- c. Magneto/Start Switch — START
- d. When engine starts, return the Magneto/Start switch to BOTH. Retard the throttle and slowly advance the mixture control to FULL RICH position.

HOT STARTS

- a. Throttle — APPROXIMATELY 1 INCH OPEN
- b. Mixture Control — FULL FORWARD for 1 to 2 seconds then to IDLE CUT-OFF
- c. Magneto/Start Switch — START
- d. When engine starts, return the Magneto/Start switch to BOTH. Slowly advance the mixture control to FULL RICH.

6. Throttle 1000 to 1500 rpm
7. Oil Pressure — ABOVE RED RADIAL WITHIN 30 SECONDS
8. External Power (if used) — DISCONNECT
9. Alternator Switch — ON
10. Loadmeters — CHECK FOR BATTERY CHARGE
11. Use the same procedure to start other engine.
12. Fuel Boost Pumps — OFF

AFTER STARTING AND TAXI

CAUTION

Never taxi with a flat shock strut.

1. Brakes — CHECK
2. Voltage and Loadmeters — CHECK
3. Avionics — ON AS REQUIRED
4. Lights — AS REQUIRED
5. Cabin Temperature — AS REQUIRED
6. Annunciator Warning Lights — PRESS-TO-TEST
7. Instruments — CHECK

BEFORE TAKEOFF

NOTE

All reclining seats must be in the upright position before takeoff.

1. Seat Belts and Shoulder Harnesses — CHECK
2. Parking Brake — SET
3. Engine Warm-up — 1000 TO 1500 RPM
4. Fuel Selectors — CROSSFEED (for 10-15 seconds)
5. Fuel Selectors — RETURN BOTH TO ON POSITION
6. Controls - CHECK PROPER DIRECTION AND FREEDOM OF MOVEMENT
7. Instruments - CHECK, NORMAL INDICATION AND SET
8. Flaps - CHECK OPERATION
9. Autopilot - CHECK
10. Electric Trim - CHECK OPERATION
11. Trim - SET TO TAKE-OFF RANGE
12. Throttles - 2000 RPM (75°F Oil Temperature - MINIMUM)
13. Magnetos - CHECK 150 rpm maximum drop within 50 rpm of each other.

NOTE

Avoid operation of one magneto for more than 5 to 10 seconds.

14. Pressurization — CHECK AND SET
15. Throttles — 1500 RPM
16. Propellers — FEATHER CHECK (No more than 500 rpm drop) Repeat 2 to 3 times in cold weather
17. Fuel Boost Pumps — ON
18. Gyro Pressure and Load Meters — CHECK
19. Throttles — IDLE
20. Ice Protection — AS REQUIRED
21. Parking Brake — RELEASE

TAKE-OFF

Take-Off Power 38.0 in. Hg and 2700 RPM
Minimum Take-Off Oil Temperature 100°F

NOTE

Take-off with oil temperature below 180°F may result in 1.0 to 2.0 in. Hg increase in manifold pressure above the 38.0 in. Hg allowable. This condition is not considered detrimental to the engine when encountered for only short periods of time (under 3 minutes).

1. Power — SET (take-off power before brake release)

FULL RICH FUEL FLOWS (SL to 10,000 FEET)

ISA-30°C 33-39 gal/hr	ISA 30-36 gal/hr	ISA+30°C 27-33 gal/hr
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2. Airspeed — ACCELERATE TO AND MAINTAIN TAKE-OFF SPEED
3. Landing Gear — RETRACT (when airplane is positively airborne)
4. Airspeed — ESTABLISH DESIRED CLIMB SPEED (when clear of obstacles)

MAXIMUM PERFORMANCE CLIMB

1. Power — SET MAXIMUM CONTINUOUS POWER
2. Fuel Boost Pumps — ON
3. Mixtures — FULL RICH
4. Cowl Flaps — OPEN
5. Airspeed — ESTABLISH 115 KTS

CRUISE CLIMB

1. Power — SET CRUISE CLIMB POWER (34.0 in. Hg — 2400 rpm)
2. Mixture — FULL RICH
3. Airspeed — 130 KTS
4. Cowl Flaps — AS REQUIRED (MAINTAIN 460°F CY-LINDER HEAD TEMPERATURE OR LESS)
5. Boost Pumps — AS REQUIRED

CRUISE

Maximum Cruise Power 33.0 in. Hg at 2400 rpm
Recommended Cruise Power 30.0 in. Hg at 2400 rpm
Recommended Cruise Power 30.0 in. Hg at 2200 rpm
Recommended Cruise Power 26.0 in. Hg at 2200 rpm
Economy Cruise Power 24.0 in. Hg at 2200 rpm

1. Power — SET AS DESIRED
2. Fuel Flow — LEAN (peak TIT or 1650°F)
3. Fuel Boost Pumps — OFF (unless needed)
4. Cowl Flaps — AS REQUIRED (maintain 420°F cylinder head temperature or less)
5. Cabin Alt Light — MONITOR

CAUTION

If cabin altitude light is illuminated, turn on oxygen and don mask.

LEANING MIXTURE USING THE TURBINE INLET TEMPERATURE INDICATOR (TIT)

1. Set power not to exceed 33.0 in. Hg and 2400 rpm.
2. Lean the mixture to peak TIT or 1650°F, whichever occurs first.

CAUTION

Do not continue to lean mixture beyond peak temperature.

3. Set mixture to full rich for changes in altitude and power settings which will require the peak TIT to be rechecked and the mixture to be reset.

DESCENT

1. Altimeter — SET
2. Cowl Flaps — CLOSED
3. Windshield Defroster and Windshield Heat — AS REQUIRED (On before descent into warm, moist air)
4. Pressurization — SET
5. Power — AS REQUIRED (to maintain cabin pressurization)

Horse Power to Fuel Flows Continental TSIO-520-WB

Best Power FF = 125 Rich of Peak
Normal Power FF = 100 Rich of Peak
Max Cruise Peak or 1650 Turbine Inlet

Max Cruise Recomend H.P. 247 H.P.
6000 to 14000 feet MSL standard conditions and normal lapse Rate

MP Inches	RPM Hundreds	Reference Power Setting	HP	% Power	FF Normal 100 Rich Gal/Hr	Total FF Gal/Hr	EGT to Peak
28	2200	Econ Cr	195	60%	15.6	31.2	100 R of Pk
30	2200	Low Norm	212	65%	16.6	33.2	100 R of Pk
30	2400	Max Cruise	237	73%	19.0	38	100 R of Pk
34	2400	Climb	262	81%	26.0	52	Full Rich
39.5	2700	Takeoff	325	100%	32.5	65	Full Rich

BEFORE LANDING

1. Pressurization — ZERO DIFFERENTIAL PRESSURE
2. Seat Belts and Shoulder Harnesses — CHECK
3. Fuel Boost Pumps — ON
4. Mixtures — FULL RICH
5. Flaps — APPROACH (15°) (Observe Maximum Extension Speed)
6. Landing Gear — DOWN (Observe Maximum Operation Speed)
7. Flaps — FULL DOWN (30°) (Observe Maximum Extension Speed)
8. Airspeed — ESTABLISH LANDING APPROACH SPEED
9. Propeller Levers — HIGH RPM

BALKED LANDING

1. Propellers — HIGH RPM
2. Throttles — FULL OPEN
3. Airspeed — BALKED LANDING CLIMB SPEED (92 kts)
4. Flaps — UP (0°)
5. Landing Gear — UP

AFTER LANDING

1. Landing and Taxi Lights — AS REQUIRED
2. Flaps — UP (0°)
3. Trim Tabs — SET TO ZERO
4. Cowl Flaps — OPEN
5. Fuel Boost Pumps — AS REQUIRED

Fuel boost pumps may be turned off if ambient temperature is below 90°F (32°C).

6. Ice Protection — OFF
7. Door Seal Switch — DEFL

SHUTDOWN

1. Parking Brake — SET
2. Heater and Air Conditioner — OFF
3. Electrical and Avionics Equipment — OFF
4. Propellers — HIGH RPM
5. Throttles — 1000 RPM
6. Fuel Boost Pumps — OFF
7. Mixtures — IDLE CUT-OFF
8. Magneto/Start Switches — OFF, after engines stop
9. Battery and Alternator Switches — OFF
10. Controls — LOCKED
11. Wheel Chocks — INSTALL; Parking Brake — RELEASE

Emergency Procedures

ONE-ENGINE INOPERATIVE PROCEDURES

ENGINE FAILURE DURING GROUND ROLL

1. Throttles — CLOSED
2. Braking — MAXIMUM
3. Fuel Selectors — OFF
4. Battery, Alternator, and Magneto/Start Switches — OFF

ENGINE FAILURE AFTER LIFT-OFF AND IN FLIGHT

1. Landing Gear and Flaps — UP
2. Throttle (inoperative engine) — CLOSED
3. Propeller (inoperative engine) — FEATHER
4. Power (operative engine) — AS REQUIRED
5. Airspeed — AT OR ABOVE THE 50 FT TAKE-OFF SPEED

After positive control of the airplane is established:

6. Secure inoperative engine:
 - a. Mixture Control — IDLE CUT-OFF
 - b. Fuel Selector — OFF
 - c. Fuel Boost Pump — OFF
 - d. Magneto/Start Switch — OFF
 - e. Alternator Switch — OFF
 - f. Cowl Flap — CLOSED
9. Cabin Press Air Shut-off Control — PULL CLOSED
7. Electrical Load — MONITOR (Maximum load of 1.0 on remaining engine)
8. Air Cond/Press Air Cool Switch — OFF

AIR START

1. Mixture — IDLE CUT-OFF
2. Fuel Selector — ON
3. Fuel Boost Pump — ON
4. Magneto/Start Switches — ON BOTH
5. Throttle — NORMAL START POSITION (½ Open)
6. Primer — MIXTURE FULL RICH then IDLE CUT-OFF
7. Cabin Press Air Shut-off Valve — PULL CLOSED
8. Propeller:

WITH UNFEATHERING ACCUMULATORS:

- a. Propeller Control — FORWARD OF FEATHERING DETENT UNTIL ENGINE ATTAINS 600 RPM. THEN BACK TO DETENT
- b. Oil Pressure — STABILIZED
If propeller does not unfeather or the engine does not turn, proceed to WITHOUT UNFEATHERING ACCUMULATORS procedure.
- c. Mixture — FULL RICH AT 1000 RPM

WITHOUT UNFEATHERING ACCUMULATORS:

- a. Propeller Control — MOVE FORWARD OF THE FEATHERING DETENT TO MID-RANGE
- b. Magneto/Start Switch — START (hold until windmilling begins)
- c. Mixture — FORWARD AS ENGINE STARTS

If air start is unsuccessful, return the propeller control to the feather position and secure the engine.

9. Throttle — AS NECESSARY TO PREVENT OVER-SPEED; warm up at 15 in. Hg manifold pressure.
10. Oil Pressure, Oil and Cylinder Head Temperatures — NORMAL INDICATION
11. Alternator Switch — ON
12. Power — AS REQUIRED
13. Cabin Press Air Shut-off Valve — PUSH OPEN (after engine is running smoothly)

ENGINE FIRE (GROUND)

1. Mixture Controls — IDLE CUT-OFF
2. Continue to crank affected engine
3. Fuel Selectors — OFF
4. Throttle — FULL OPEN
5. Battery and Alternator Switches — OFF
6. Air Cond/Press Air Cool Switch — OFF
7. Cabin Press Air Shut-off Control — PULL CLOSED
8. Shut-down other engine
9. Extinguish fire with extinguisher

ENGINE FIRE IN FLIGHT

1. Fuel Selector — OFF
2. Mixture Control — IDLE CUT-OFF
3. Propeller — FEATHERED
4. Cabin Press Air Shut-off Control — PULL
5. Fuel Boost Pump — OFF
6. Magneto/Start Switch — OFF
7. Alternator Switch — OFF
8. Oxygen — AS REQUIRED
9. Air Cond/Press Air Cool Switch — OFF

EMERGENCY DESCENT

1. Propellers — 2700 RPM
2. Throttles — CLOSED
3. Airspeed — 175 KTS (below 21,000 feet)
4. Landing Gear — DOWN
5. Flaps — APPROACH (15°)
6. Oxygen — AS REQUIRED

GLIDE

1. Propellers — FEATHER
2. Flaps — UP (0°)
3. Landing Gear — UP
4. Cowl Flaps — CLOSED
5. Air Cond/Press Air Cool Switch — OFF
6. Airspeed — 122 KTS

The glide ratio in this configuration is approximately 1.5 nautical miles of gliding distance for each 1000 feet of altitude above the terrain.

LANDING EMERGENCIES

GEAR UP LANDING

If possible, choose firm sod or loamed runway. When assured of reaching the landing site:

1. Cowl Flaps — CLOSED
2. Wing Flaps — DOWN (30°)
3. Throttles — CLOSED
4. Mixture Controls — IDLE CUT-OFF
5. Battery, Alternator, and Magneto/Start Switches — OFF
6. Fuel Selectors — OFF
7. Keep wings level during touchdown.
8. Get clear of the airplane as soon as possible after it stops.

ONE-ENGINE INOPERATIVE LANDING

On final approach and when it is certain that the field can be reached:

1. Landing Gear — DOWN
2. Flaps — APPROACH (15°)
3. Airspeed — 100 KTS
4. Power — AS REQUIRED to maintain 800 ft/min rate of descent

When it is certain there is no possibility of go-around:

5. Flaps — DOWN (30°)
6. Execute normal landing.

ONE-ENGINE INOPERATIVE GO-AROUND

1. Power — MAXIMUM ALLOWABLE
2. Landing Gear — UP
3. Flaps — UP (0°)
4. Airspeed — MAINTAIN 100 KTS MINIMUM.

ONE-ENGINE INOPERATIVE LANDING

On final approach and when it is certain that the field can be reached:

1. Landing Gear — DOWN
2. Flaps — APPROACH (15°)
3. Airspeed — 100 KTS
4. Power — AS REQUIRED to maintain 800 RPM rate of descent

When it is certain there is no possibility of go-around:

5. Flaps — DOWN (30°)
6. Execute normal landing.

ONE-ENGINE INOPERATIVE GO-AROUND

WARNING

Level flight may not be possible for certain combinations of weight, temperature and altitude. In any event, DO NOT attempt a one-engine inoperative go-around after flaps have been fully extended.

1. Power — MAXIMUM ALLOWABLE
2. Landing Gear — UP
3. Flaps — UP (0°)
4. Airspeed — MAINTAIN 100 KTS MINIMUM.

SYSTEMS EMERGENCIES

ONE-ENGINE INOPERATIVE OPERATION ON CROSSFEED

The fuel crossfeed system is to be used during emergency conditions in level flight only.

Left engine inoperative:

1. Left Fuel Boost Pump — ON
2. Left Fuel Selector — OFF
3. Right Fuel Selector — CROSSFEED
4. Right Fuel Boost Pump — OFF

Right engine inoperative:

1. Right Fuel Boost Pump — ON
2. Right Fuel Selector — OFF
3. Left Fuel Selector — CROSSFEED
4. Left Fuel Boost Pump — OFF

ELECTRICAL SMOKE OR FIRE

Action to be taken must consider existing conditions and equipment installed:

1. Alternator Switches - OFF
2. Battery Switch - OFF

WARNING

Electrically driven flight/engine instruments and stall warning speaker will become inoperative.

3. Oxygen — AS REQUIRED
4. All Electrical Switches — OFF
5. Battery Switch - ON
6. Alternator Switches - ON
7. Essential Electrical Equipment — ON (isolate defective equipment)

NOTE

Ensure fire is out and will not be aggravated by draft. Turn off CABIN HEAT switch and push in the CABIN PRESS AIR SHUTOFF controls. To evacuate smoke, the cabin pressure and door seal pressure should be dumped, if required.

ALTERNATOR-OUT PROCEDURE

Illumination of a Single Alternator Annunciator:

1. Verify alternator out with respective loadmeter - will show zero output.

NOTE

If the loadmeter does not show zero output, a malfunction in the annunciator light system is indicated, and the alternator switch should be left ON.

2. If loadmeter shows zero output, Alternator Switch - OFF MOMENTARILY, THEN ON (this resets the overvoltage relay)

If annunciator does not illuminate, continue to use the alternator.

3. If annunciator illuminates and there is no load indication, turn Alternator Switch - OFF
4. Nonessential Electrical Equipment - OFF. Reduce load to single alternator capacity.

Illumination of Second Alternator Annunciator:

1. Repeat steps 1 thru 3 above.
2. Nonessential Electrical Equipment - OFF (to conserve battery power)

ALTERNATE BATTERY BUS

In the event of a dual alternator failure:

1. Remove guard and turn on the ALT BAT BUS switch.
2. Alternator Switches - OFF
3. Battery Switch - OFF

The following items are thus provided from battery power:

1. Turn and Slip Indicator
2. Navigation Lights
3. Instrument Lights
4. Cabin Lights
5. Left Landing Light
6. Audio
7. Com 1
8. Nav 1 (Nav 2 only, if installed)
9. Transponder

UNSCHEDULED ELECTRIC ELEVATOR TRIM

1. Airplane Altitude — MAINTAIN using elevator control.
2. Trim Release (under pilot's thumb adjacent to control wheel trim switch) — HOLD IN DEPRESSED POSITION.
3. Trim — MANUALLY RETRIM AIRPLANE
4. Electric Trim — OFF
5. Trim Release — RELEASE
6. Circuit Breaker — PULL

LANDING GEAR MANUAL EXTENSION

1. LDG GR MOTOR Circuit Breaker — PULL
2. Landing Gear Handle — DOWN position
3. Remove cover at rear of front seats. Engage handcrank and turn counterclockwise as far as possible (approximately 50 turns). Slow handcrank.
4. If electrical system is operative, check landing gear position lights and warning horn. (Check LDG GR RELAY circuit breaker engaged.)

LANDING GEAR RETRACTION AFTER PRACTICE MANUAL EXTENSION

1. Handcrank — CHECK, STOWED
2. Landing Gear Motor Circuit Breaker — IN
3. Landing Gear Handle — UP

<p>POWERLOSS DURING TAKEOFF</p> <p>THROTTLES – CLOSE BOTH IMMEDIATELY BRAKES – AS REQUIRED / STOP STRAIGHT AHEAD * IF INSUFFICIENT RUNWAY REMAINS FOR STOPPING</p> <p>*FUEL SELECTORS – OFF</p> <p>*BATTERY / ALTERNATOR & MAGS – OFF</p>	
<p>ONE ENGINE IMMEDIATELY AFTER TAKEOFF (Also One Engine Go-Around – Avoid if Possible)</p> <p>AIRSPEED – 100 KIAS (115 MPH) (Until Clear Obstacles)</p> <p>GEAR / FLAPS – UP (Quality Landing Area Ahead?)</p> <p>DIRECTIONAL CONTROL – MAINTAIN IDENTITY</p> <p>VERIFY – CLOSETHROTTLE (Inop. Engine)</p> <p>PROP – FEATHER (Inop. Engine)</p> <p>AIRSPEED – 115 KIAS (132 MPH) (5 Bank & 1/2 Roll to Good Engine)</p>	
<p>ONE ENGINE IN FLIGHT</p> <p>CONTROL AIRPLANE – MAINTAIN SAFE AIRSPEED >87 KIAS (100 mph)</p> <p>INOPERATIVE ENGINE – IDENTIFY OPERATIVE ENGINE – ADJUST</p> <p>THROTTLE – AS NEEDED TO MAINTAIN CONTROL</p> <p>AIR START/UNFEATHERING</p> <p>Mixture-Lean, Fuel-On, Fuel Pump -On, Mags-On, Throttle 1/2, Prime withMixture Rich wem-lean, Cabin Air Shut-off Valve-Off</p> <p>Prop: w/accumulators- Forward Of Detent Until 6000rpm Then To Detent, Oil Pressure, Mixture Rich at 1000 RPM;</p> <p>Prop: w/o Accumulators- Prop Forward Of Detent To Midrange, Start Until Windmill, Mixture Forward as Engine Starts, (Don't Use Starter >20K 1/2, Warm Engine at 15", Verify Oil/Fuel Pressure If No RESTART – SECURE DEAD ENGINE</p> <p>Retard Throttle, Feather Prop, Mixture -Idle Cutoff, Fuel Pump Off, Fuel Off, Mags/AC Off, Cowl/Ramp, Cowl Press Air Shut-off Control, AC Off</p> <p>COML FLAP (OPERATIVE ENGINE) – AS REQUIRED</p> <p>FUEL PUMP (OPERATIVE ENGINE) – AS REQUIRED</p>	
<p>ONE ENGINE LANDING</p> <p>SECURE INOP. ENGINE – MAINTAIN SAFE AIRSPEED POWER – TO MAINTAIN 800 FT/MIN RATE OF DESCENT</p> <p>LOWER GEAR, 15° FLAPS – WHEN FIELD ASSURED</p> <p>FINAL APPROACH – 100 KIAS (115 MPH) (Minimum)</p> <p>FULL FLAPS – WHEN COMMITTED TO LAND</p>	
<p>BOTH ENGINES OUT / LANDING</p> <p>AIRSPEED – 122 KIAS (140 MPH)</p> <p>PROPS – FEATHER MIXTURE – FULL LEAN / IDLE CUTOFF FUEL SELECTORS – OFF</p> <p>AC / AIR PRESS COOL SWITCH – OFF</p> <p>SQUAWK 7700</p> <p>DECLARE EMERGENCY SEATBELTS / HAIRNETS</p> <p>GEAR – DOWN (Up If Very Rough or Soft Terrain)</p> <p>BATTERY / ALTERNATOR / MAGS – OFF (Full Flaps When Field Assured)</p> <p>UNLATCH DOOR & PROTECT BODY</p> <p>(TWR, App, Unicom, 121.5)</p>	
<p>IN FLIGHT ELECTRICAL FIRE</p> <p>ALL ELECTRICAL DEVICES & BATT/ALT – OFF (Oxygen – As Required)</p> <p>CABIN HEAT – OFF / PUSH IN CABIN PRESS AIR SHUTOFF CONTROLS</p>	

<p>IN FLIGHT ENGINE FIRE</p> <p>FUEL SELECTOR – OFF TO AFFECTED ENGINE</p> <p>MIXTURE – FULL LEAN / IDLE CUTOFF</p> <p>PROP – FEATHER / PULL CABIN PRESS AIR SHUTOFF CONTROL</p> <p>AUX FUEL PUMP – OFF</p> <p>ALTERNATOR / MAGNETOS / START SWITCH – OFF</p> <p>OXYGEN – AS REQ / AC & PRESS AIR COOL SWITCH – OFF</p> <p>INCREASE AIRSPEED TO EXTINGUISH – LAND ASAP (See Descend)</p>	
<p>STARTING ENGINE FIRE</p> <p>MIXTURE – FULL LEAN / IDLE CUTOFF</p> <p>CONTINUE CRANKING ENGINE</p> <p>FUEL SELECTORS – OFF</p> <p>THROTTLE FULL OPEN</p> <p>BATTERY / ALTERNATOR – OFF</p> <p>AC & PRESS AIR COOL SWITCH – OFF / CLOSE AIR SHUTOFF CONTROL</p> <p>SHUT DOWN OTHER ENGINE</p> <p>EVAUATE / FIRE EXTINGUISHER</p>	
<p>ICING</p> <p>PITOT HEAT – ON</p> <p>DEICING EQUIPMENT – ON</p> <p>ALTERNATE AIR / STATIC SOURCE – AS NEEDED</p> <p>CABIN HEAT & DEFROST – MAXIMUM</p> <p>STRONGLY CONSIDER 180° TURN</p> <p>ATTAIN HIGHER OR LOWER ALTITUDE</p> <p>INCREASE ENGINE & PROP SPEED</p> <p>FLAPS NOT RECOMMENDED FOR LANDING</p> <p>LAND FASTER AS NEEDED</p>	
<p>MANUAL GEAR EXTENSION</p> <p>SPEED < 177 KIAS (204 MPH) 90-110 KIAS (104-122) Recommended</p> <p>PULL LANDING GEAR MOTOR CIRCUIT BREAKER</p> <p>LOWER LANDING GEAR LEVER</p> <p>REMOVE HANDCRANK COVER</p> <p>HAND CRANK – APPROX. 50 COUNTERCLOCKWISE TURNS</p> <p>IF ELECTRICAL SYSTEM OK – VERIFY GEAR LIGHTS & HORN</p>	
<p>EMERGENCY DESCENT</p> <p>USE OXYGEN IF AVAILABLE</p> <p>ABOVE 12,500 FT / LOSS OF PRESSURIZATION / ABOVE 3,9 PSI</p> <p>DIF. PRESS. IN RED AREA – RESET CABIN ALT. on DUMP POSITION</p> <p>ON PRESSURE SWITCH</p> <p>PROPS – 2700 RPM / CLOSE THROTTLES</p> <p>GEAR – DOWN / FLAPS – 15°</p> <p>AIRSPEED – 175 KIAS (201 mph)</p> <p>(Below 21,000 Ft)</p>	

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