

4.4 LANDING PROCEDURES

4.4.1 NORMAL LANDING.

- Where the planned landing flap is greater than the approach flap, when landing is assured:

1. FLAP selector lever – 10° (CR803CH00064), 15° or 35°.

NOTE

To avoid inadvertent flap selection, release flap selector latch following movement of flap selector from last selected position.

2. Airspeed – VREF (figure 6-50-4) flap 10° (CR803CH00064), (figure 5-8-1) flap 15° or (figure 5-8-2) flap 35°.

NOTE

The airspeed indicator is the primary speed reference; however, the ADI FAST-SLOW indicator may be used as an aid in managing engine power to maintain VREF appropriate to flap angle.

3. Condition levers – MAX.
4. POWER levers to FLT IDLE before touchdown then to DISC after touchdown. Check PROPELLER GROUND RANGE advisory lights illuminate.

NOTE

To decrease the landing descent rate at airport altitudes greater than 5,000 ft, it may be necessary to maintain power in the landing flare through to touchdown.

CAUTION

Pitch attitudes greater than 6° in the landing flare may cause the fuselage to contact the runway.

NOTE

The nosewheel should be promptly brought into contact with the ground following mainwheel contact.

5. Anti-skid brakes – As required.

4.4.2 GO-AROUND FROM FINAL APPROACH.

1. Condition levers – MAX.
2. POWER levers – Advance to normal in-flight take-off settings (figure 5-1-10).
3. Pitch attitude – Rotate to approximately 9°.
4. FLAP selector lever – 5° (CR803CH00064), 10° or 15° as required.

NOTE

To avoid inadvertent flap selection, release flap selector latch following movement of flap selector from last selected position.

5. Minimum airspeed – Go-Around Speed (figure 6-50-4) flap 5° (CR803CH00064), (figure 5-8-1) flap 10° or (figure 5-8-2) flap 15°.

Positive rate of climb:

6. LANDING GEAR selector lever – UP. Check all gear, door and gear selector lever advisory lights out.

NOTE

On pre-Mod 8/1386 airplanes, during go-around the landing gear warning horn will sound if the landing gear is retracted with the flap at 10° (CR803CH00064), 15° or 35°.

When clear of obstacles:

7. Minimum airspeed – Final take-off climb speed (figure 5-2-9).
8. FLAP selector lever – 0° at flap retraction initiation speed (figure 5-6-14) flap 5° (CR803CH00064), flap 10° or (figure 5-6-15) flap 15°.

NOTE

To avoid inadvertent flap selection, release flap selector latch following movement of flap selector from last selected position.

4.4.3 CROSSWIND TECHNIQUE. Crosswind landing is based on the steady state wing down/zero crab technique, i.e:

Approach and touchdown with upwind wing lowered, using rudder to align airplane with runway. Following touchdown hold nosewheel on runway with elevators and use ailerons to inhibit any upwind wing lifting.