

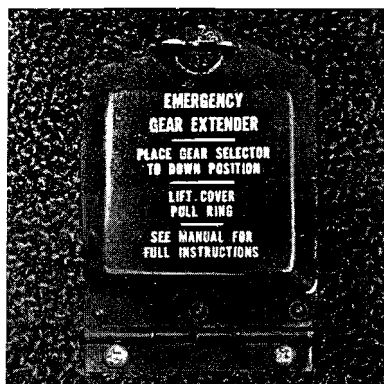
down at the rear when the landing speed is decreasing, and full forward control wheel pressure should be used to hold the tail up as long as possible. The flaps should not be extended because they will contact the ground first, causing damage to the flap and the wing. The propellers should be feathered and stopped in a horizontal position. Fuel valves and electrical switches should be turned to off position.

A wheels-up landing should only be made during an emergency when the surface is too soft or too rough to permit a gear-down landing, or when an emergency water landing is necessary.

#### 5. Emergency Landing Gear Extension:

Should the left engine or engine-driven hydraulic pump fail, extension of the landing gear or flaps is accomplished by supplying hydraulic pressure with the manual hydraulic pump. With the gear or flap control in the desired position, 30-40 strokes of the pump handle will raise or lower the landing gear, and 12 strokes will raise or extend the flaps.

In the event of hydraulic system failure caused by a line breaking or the powerpak malfunctioning, the landing gear can be lowered by using the Emergency Gear Extender. The control for the extender is located beneath a small cover plate under the pilot's seat. When this control is pulled, CO<sub>2</sub> flows from a cylinder under the floorboards through separate lines to shuttle valves adjacent to the gear extension cylinders. The gas pressure opens the shuttle valves, allowing CO<sub>2</sub> to enter the gear cylinders, extending the gears.



#### WARNING

The landing gear control on the selector valve must be in the "down" position when the gear extender control is pulled, in order to allow the gear to be extended properly.

The Emergency Gear Extender should only be used when all other means of lowering the landing gear have failed, and only when the gear can be left down for landing.

#### CAUTION

When the Extender has been used, the landing gear or flaps must not be actuated hydraulically in any way until the extension system has been returned to its normal condition.

#### 6. In-Flight Cabin Door Closing Procedure:

In the event the cabin door is inadvertently unlocked in flight or should the handle not be pushed forward and locked before take-off and becomes dislodged from its latching mechanism, the following procedure has been determined to be practicable for closing the cabin door while in flight, assuming adequate altitude has been attained.

- a. Retard throttles.
- b. Reduce airspeed to 90 MPH or less.
- c. Open storm window (left of pilot).
- d. Close door.
- e. Recover power and airspeed.

Other conditions, take-off, landing approach, and general low altitude flight, will require action at the discretion of the pilot.

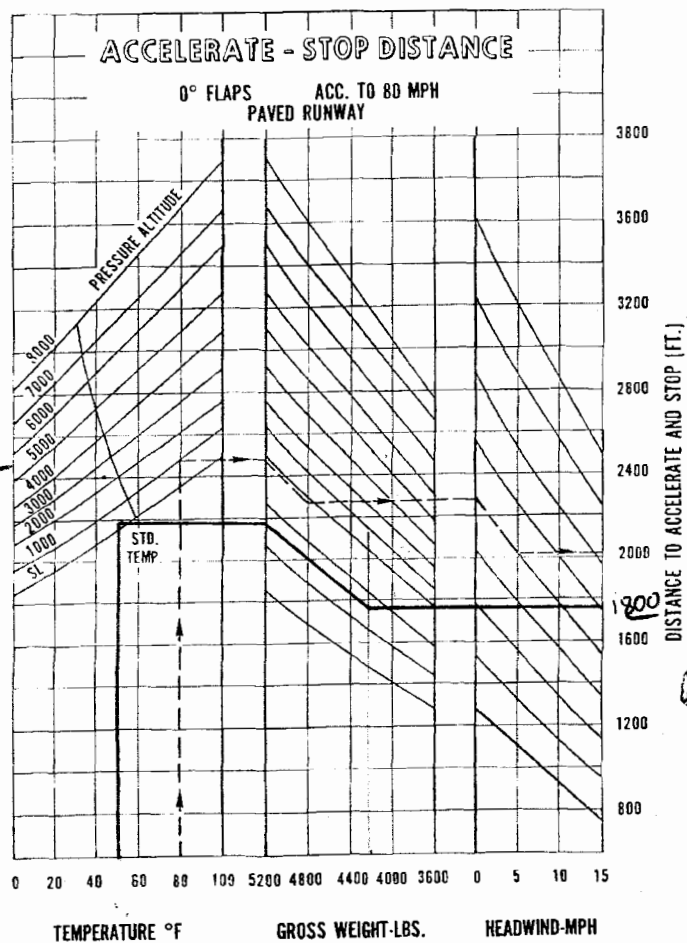
#### 7. Emergency Exit Window:

Provided in the left side of the fuselage adjacent to the left center seat is an emergency exit window. The window is sealed when installed and should be removed only in case of emergency.

To remove window:

- a. Remove plastic placard
- b. Turn handle
- c. Push out

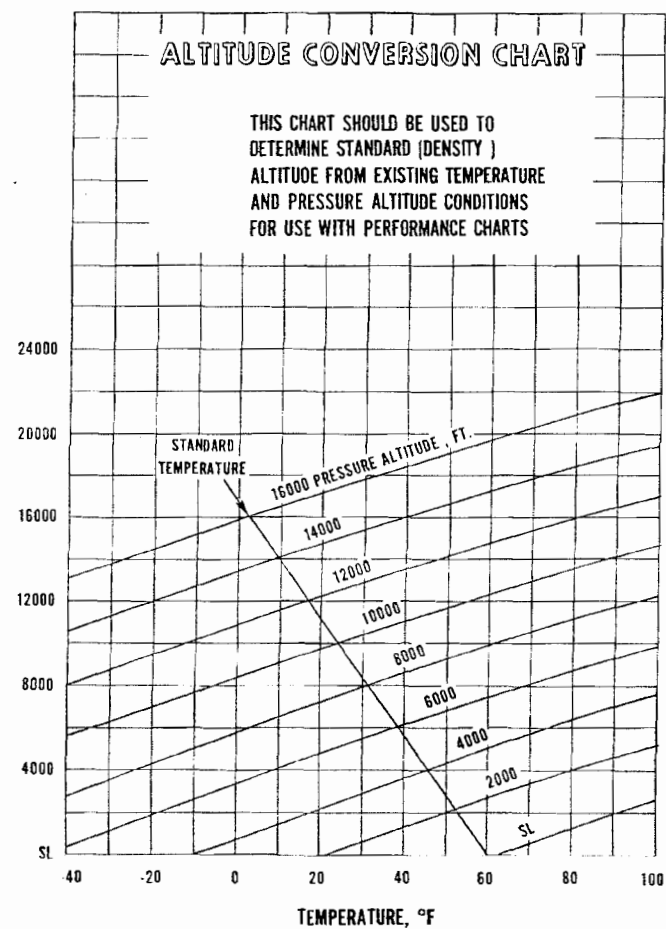
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