#### PILOT'S OPERATING HANDBOOK

# AND

### FAA APPROVED

## AIRPLANE FLIGHT MANUAL

# MOONEY

# M20L

THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILC I BY THE FEDERAL AVIATION REGULATIONS, AND CONSTITUTES THE FAA APPROVED AIRPLANE FLIGHT MANUAL. THIS DOCUMENT MUST BE CARRIED IN THE AIRCRAFT AT ALL TIMES.

This Manual is NOT specific to your aircraft. It is provided as a reference tool only. Refer to the Pilot's Operating Handbook, provided with your aircraft at delivery, for data specific to your aircraft.

FAA APPROVED in Normal Category based on CAR PART 3 and applicable portions of FAR PART 23; applicable to Model M20L S/N listed above only.

ISSUED 2-88

REV. A 8-18-88 REV. B 1 AUGUST, 95

POH/AFM NUMBER - 3400

MOONEY MODEL M20L

#### SECTION IV NORMAL PROCEDURES

| Seats, Seat Belts, Sh<br>Internet/External ligh |      |    |     |      |      |      |     | · ·       |      |      |        | SECURE      |
|---|------|----|-----|------|------|------|-----|-----------|------|------|--------|-------------|
| Internal/External ligh                          | 15   | ·  |     |      | •    | •    | ·   |           |      | •    | AS L   | JESINED     |
| Landing gear                                    |      |    |     |      |      |      |     |           | DO   | NN b | elow · | 29 KIAS     |
|   |      |    | (Cł | necł | ( Ge | ar D | iwo | n liaht ( | ON-C | heck | visual | Indicator)  |
| Main/Boost & Emerc                              | ienc | γF | uel | Pun  | าตร  |      |     |           |      |      |        | . ON        |
| Enrichment Switch                               |      |    |     |      | •    |      |     |           |      |      |        | OFF         |
| Fuel Selector                                   |      |    |     |      |      |      |     |           |      | FI   | ULLES  | ST TANK     |
| Wing flaps                                      |      |    |     |      |      |      |     |           |      |      | belov  | v 110 KIAS) |
|   |      |    |     |      |      |      |     |           |      |      |        |             |

~ CAUTION ~

To minimize control wheel forces during maneuvering, timely nose-up trimming is recommended to counteract the nose down pitching moment as power is reduced and/or the flaps are extended.

Parking Brake VERIFY OFF

| Power Lever   (2343 RPM)     (VERIFY FUEL ENRICH ANNUNCIATOR is ILLUMINATED)     Wing Flaps   TAKEOFF POSITION (10°)     (After POSITIVE climb established)     Trim   AS DESIRED     ~ CAUTION ~     ~ CONCAUTION ~     ~ CONCAUTION ~     ~ CONCAUTION ~ <th>C</th> <th>O AROL</th> <th>IND (B</th> <th>ALKED</th> <th>LANDING)</th> | C                                     | O AROL   | IND (B   | ALKED    | LANDING)                                |
|--|---------------------------------------|----------|----------|----------|---|
| Wing Flaps   TAKEOFF POSITION (10°)     (After POSITIVE climb established)     Trim   AS DESIRED     ~ CAUTION ~     ~ COUNT the flaps are retracted.     Airspeed   | Power Løver                           |          |          |          | (2343 RPM)                              |
| Wing Flaps   TAKEOFF POSITION (10°)     (After POSITIVE climb established)     Trim   AS DESIRED     ~ CAUTION ~     ~ COUNT the flaps are retracted.     Airspeed   | (VEF                                  | IFY FUE  | L ENRI   | CH ANN   | IUNCIATOR is ILLUMINATED)               |
| Trim   AS DESIRED     ~ CAUTION ~   ~     ~ Counteract the nose up pitching moment as power is increased and /or the flaps are retracted.     Alrspeed   |                                       |          |          |          |   |
| Airspeed   75 KIAS     Landing Gear   UP     Wing Flaps   00 KIAS     LANDING   90 KIAS     Before Landing Checklist   FULL DOWN or PARTIAL     Landing Gear   00 KIAS     Landing Gear   10 DOWN or PARTIAL     Landing Gear   10 DOWN or LOCKED     Airspeed   10 DOWN or LOCKED     King Flaps   10 DOWN or LOCKED     Ming Flaps   10 DOWN or LOCKED     Main WHEELS FIRST   10 DOWN or LOCKED   |                                       |          |          | (Afte    | er POSITIVE climb established)          |
| CAUTION ~     To minimize the control wheel forces during maneuvering, timely nose-down trimming is recommended to counteract the nose up pitching moment as power is increased and /or the flaps are retracted.     Airspeed   75 KIAS     Landing Gear   UP     Wing Flaps   UP     Airspeed   90 KIAS     Eanding Checklist   COMPLETED     Wing Flaps   90 KIAS     Eanding Gear   UP     Kanding Gear   UP     Wing Flaps   UP     Kanding Gear   UP     Kanding Gear   UP     Kanding Gear   UP     Kanding Checklist   COMPLETED     King Flaps   FULL DOWN or PARTIAL     Landing Gear   DOWN and LOCKED     Approach Airspeed   .75 KIAS (Full Flaps)     (80 KIAS with Partial Flaps)   (80 KIAS with Partial Flaps)     Touchdown   MAIN WHEELS FIRST   | Trim                                  |          |          |          | AS DESIRED                              |
| To minimize the control wheel forces during maneuvering, timely nose-down trimming is recommended to counteract the nose up pitching moment as power is increased and /or the flaps are retracted.     Airspeed   75 KIAS     Landing Gear   UP     Wing Flaps   UP     Airspeed   90 KIAS     Eanding Checklist   COMPLETED     Wing Flaps   90 KIAS     Eanding Gear   90 KIAS     Landing Gear   90 KIAS     Wing Flaps   90 KIAS     Landing Gear   90 KIAS     Eanding Checklist   COMPLETED     Wing Flaps   FULL DOWN or PARTIAL     Landing Gear   DOWN and LOCKED     Approach Airspeed   .75 KIAS (Full Flaps)     (80 KIAS with Partial Flaps)   (80 KIAS with Partial Flaps)     Touchdown   MAIN WHEELS FIRST   |                                       |          | N N IV P | ~~~~     | ~                                       |
| To minimize the control wheel forces during maneuvering, timely nose-down trimming is recommended to counteract the nose up pitching moment as power is increased and /or the flaps are retracted.     Airspeed   75 KIAS     Landing Gear   UP     Wing Flaps   UP     Airspeed   90 KIAS     EANDING   90 KIAS     Before Landing Checklist   COMPLETED     Wing Flaps   DOWN or PARTIAL     Landing Gear   DOWN and LOCKED     Approach Airspeed   .75 KIAS (Full Flaps)     (80 KIAS with Partial Flaps)     Touchdown   MAIN WHEELS FIRST   |                                       |          |          |          | ~                                       |
| Landing Gear   UP     Wing Flaps   UP     Airspeed   90 KIAS     LANDING   90 KIAS     Before Landing Checklist   COMPLETED     Wing Flaps   FULL DOWN or PARTIAL     Landing Gear   DOWN and LOCKED     Approach Airspeed   .75 KIAS (Full Flaps)     (80 KIAS with Partial Flaps)     Touchdown   MAIN WHEELS FIRST  | nose-down trimming                    | is recon | nmend    | ed to co | punteract the nose up pitching          |
| Wing Flaps   UP     Airspeed   90 KIAS     LANDING   90 KIAS     Before Landing Checklist   COMPLETED     Wing Flaps   FULL DOWN or PARTIAL     Landing Gear   DOWN and LOCKED     Approach Airspeed   .75 KIAS (Full Flaps)     (80 KIAS with Partial Flaps)     Touchdown   MAIN WHEELS FIRST  | Airspeed                              |          | • •      |          |   |
| Airspeed   | Landing Gear                          |          |          |          | <i></i> UP                              |
| LANDING     Before Landing Checklist   COMPLETED     Wing Flaps   FULL DOWN or PARTIAL     Landing Gear   DOWN and LOCKED     Approach Airspeed   .75 KIAS (Full Flaps)     (80 KIAS with Partial Flaps)     Touchdown   MAIN WHEELS FIRST   | Wing Flaps                            |          |          |          | UP                                      |
| Before Landing Checklist   COMPLETED     Wing Flaps   FULL DOWN or PARTIAL     Landing Gear   DOWN and LOCKED     Approach Airspeed   .75 KIAS (Full Flaps)     (80 KIAS with Partial Flaps)     Touchdown   MAIN WHEELS FIRST   | Airspeed                              | • •      |          |          |   |
| Wing Flaps   FULL DOWN or PARTIAL     Landing Gear   DOWN and LOCKED     Approach Airspeed   .75 KIAS (Full Flaps)     (80 KIAS with Partial Flaps)     Touchdown   MAIN WHEELS FIRST  | · · · · · · · · · · · · · · · · · · · |          | LAN      | DING     |   |
| Wing Flaps   FULL DOWN or PARTIAL     Landing Gear   DOWN and LOCKED     Approach Airspeed   .75 KIAS (Full Flaps)     (80 KIAS with Partial Flaps)     Touchdown   MAIN WHEELS FIRST  | Before Landing Checklist              |          |          |          | COMPLETED                               |
| Landing Gear DOWN and LOCKED<br>Approach Airspeed .75 KIAS (Full Flaps)<br>(80 KIAS with Partial Flaps)<br>Touchdown MAIN WHEELS FIRST   | 0                                     |          |          |          | · · · • • · · · · · · · · · · · · · · · |
| (80 KIAS with Partial Flaps)<br>Touchdown MAIN WHEELS FIRST  | Landing Gear                          |          |          |          |   |
| Touchdown  | Approach Airspeed                     |          |          | •        |   |
|  | Tauahdaum                             |          |          |          |   |
| Lanung non   |                                       | •        |          | ·        |   |
| Brakes MINIMUM required  | Lanung non                            | • •      | ·        | •        | 3 ,                                     |

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