

the flaps slowly in 10° increments. Retract the landing gear after immediate obstacles are cleared.

**STATIC SOURCE BLOCKAGE**  
(Erroneous Instrument Reading Suspected)

- (1) Alternate Static Source Valve -- PULL ON.
- (2) Airspeed -- Climb 2 knots faster and approach 7 knots faster than normal or consult appropriate table in Section 5.
- (3) Altitude -- Cruise 150 feet higher and approach 70 feet higher than normal.

**LANDING GEAR MALFUNCTION PROCEDURES**

**LANDING GEAR FAILS TO RETRACT**

- (1) Master Switch -- ON.
- (2) Landing Gear Handle -- CHECK (handle full up).
- (3) Landing Gear and Gear Pump Circuit Breakers -- IN.
- (4) Gear Up Light -- CHECK.
- (5) Landing Gear Handle -- RECYCLE.
- (6) Gear Motor -- CHECK operation (ammeter and noise).

**LANDING GEAR FAILS TO EXTEND**

- (1) Landing Gear Handle -- DOWN.
- (2) Emergency Hand Pump -- EXTEND HANDLE, and PUMP (perpendicular to handle until resistance becomes heavy -- about 86 cycles).

**NOTE**

It takes about 70 cycles (140 strokes) to extend the gear (light on) and about 16 more (until resistance becomes heavy) to close the gear doors.

- (3) Gear Down Light -- ON.
- (4) Pump Handle -- STOW.

**GEAR UP LANDING**

- (1) Landing Gear Handle -- UP.
- (2) Landing Gear and Gear Pump Circuit Breakers -- IN.
- (3) Runway -- SELECT longest hard surface or smooth sod runway available.



### SECTION 3 EMERGENCY PROCEDURES

- (4) Wing Flaps -- 30° (on final approach).
- (5) Airspeed -- 75 KIAS.
- (6) Master Switch -- OFF.
- (7) Doors -- UNLATCH PRIOR TO TOUCHDOWN.
- (8) Touchdown -- SLIGHTLY TAIL LOW.
- (9) Mixture -- IDLE CUT-OFF.
- (10) Ignition Switch -- OFF.
- (11) Fuel Selector Valve -- OFF.
- (12) Airplane -- EVACUATE.

#### LANDING WITHOUT POSITIVE INDICATION OF GEAR LOCKING

- (1) Before Landing Check -- COMPLETE.
- (2) Approach -- NORMAL (full flap).
- (3) Landing Gear and Gear Pump Circuit Breakers -- IN.
- (4) Landing -- TAIL LOW as smoothly as possible.
- (5) Braking -- MINIMUM necessary.
- (6) Taxi -- SLOWLY.
- (7) Engine -- SHUTDOWN before inspecting gear.

#### LANDING WITH A DEFECTIVE NOSE GEAR (Or Flat Nose Tire )

- (1) Movable Load -- TRANSFER to baggage area.
- (2) Passenger -- MOVE to rear seat.
- (3) Before Landing Checklist -- COMPLETE.
- (4) Runway -- HARD SURFACE or SMOOTH SOD.

#### NOTE

If sod runway is rough or soft, plan a wheels-up landing.

- (5) Wing Flaps -- 30°.
- (6) Master Switch -- OFF.
- (7) Cabin Doors -- UNLATCH prior to touchdown.
- (8) Land -- SLIGHTLY TAIL LOW.
- (9) Mixture -- IDLE CUT-OFF.
- (10) Ignition Switch -- OFF.
- (11) Fuel Selector Valve -- OFF.
- (12) Elevator Control -- HOLD NOSE OFF GROUND as long as possible.
- (13) Airplane -- EVACUATE as soon as it stops.

#### LANDING WITH A FLAT MAIN TIRE

- (1) Approach -- NORMAL (full flap).
- (2) Touchdown -- GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron control.