

### Section IV Normal Procedures

#### FUEL TANK SELECTION

Low Fuel Boost Pump Switch	ON
Fuel Selector	OPPOSITE TANK
Low Fuel Boost Pump Switch	OFF

#### APPROACH FOR LANDING

Seats, Seat Belts/Shoulder Harnesses	ADJUST AND SECURE
Internal/External Lights	AS DESIRED
Landing Gear	EXTEND below 129 KIAS (Check Gear Down light ON- Check visual indicator)
Mixture	Full Rich (on final)
Power Lever	AS DESIRED
Fuel Boost Pump Switch	OFF
Fuel Selector	FULLEST TANK
Wing Flap	(Full DOWN below 110 KIAS)

#### CAUTION

To minimize control wheel forces when entering landing configuration, timely nose-up trimming is recommended to counteract nose down pitching moment caused by reduction of power and/or extension of flaps

Elevator Trim	AS DESIRED
Parking Brake	VERIFY OFF

#### NOTE

The parking brake should be rechecked to preclude partially applied brakes during touchdown.

#### GO AROUND (BALKED LANDING)

#### CAUTION

To minimize control wheel forces during GO-AROUND, timely nose-down trimming is recommended to counteract nose up pitching moment as power is increased and/or flaps are retracted.

Power Lever	FULL FORWARD 2500 RPM
Mixture	Verify FULL RICH
Fuel Boost Pump Switches	OFF
Wing Flaps	TAKEOFF POSITION (10deg) after POSITIVE climb established
Trim	NOSE DOWN to reduce forces
Airspeed	85 KIAS
Landing Gear	RETRACT
Wing Flaps	RETRACT
Airspeed	105 KIAS