

4.39 MOORING (4.5q)

If necessary, the airplane should be moved on the ground with the aid of the nose wheel tow bar. The parking brake should be set and the aileron and elevator controls should be secured by looping the safety belt through the control wheel and pulling it snug. The flaps should be fully retracted. Wheel chocks should be positioned in place. Tie downs can be secured to the wing tie down rings and to the tail skid. The rudder is held in position by its connections to the nose wheel steering and normally does not have to be secured.

4.41 STALLS

The stall characteristics of the JetProp are conventional and unchanged from the Malibu. An approaching stall is indicated by a stall warning horn which is activated between five and ten knots above stall speed. Mild airframe buffeting and pitching may also precede the stall. The maximum gross weight stalling speed with power off, landing gear extended, and full flaps is 58 KIAS. With the landing gear retracted and flaps up, this speed is increased to 69 KIAS. Loss of altitude during stalls can be as great as 1000 feet, depending on configuration and power. An aggressive stall recovery may lead to a secondary stall; therefore, smoothly apply back pressure during the recovery. Practice power on stalls should not be performed at high power settings (>700 ft-lb torque) due to the resulting high pitch attitude and torque effects. Failure to maintain coordinated flight during power on stalls will markedly increase the tendency to enter a spin. Also, any delay in recovering from a power on stall will markedly increase the tendency to enter a spin.

NOTE

The stall warning system is inoperative with the battery and generator/alternator switches OFF.



During preflight, the stall warning system should be checked by turning the battery switch on and pressing the stall warning test switch to determine if the horn is actuated.