WARNING

Any illumination (or flicker) of either CHIP DETECT annunciator light requires immediate shutdown of the affected engine. See EMERGENCY PROCEDURES Section, "ENGINE FAILURE OR FIRE IN FLIGHT/ILLUMINATION OF MAGNETIC CHIP DETECTOR ANNUNCIATOR". After securing the engine, proceed to the nearest facility for investigation and necessary corrective action prior to further flight.

1. Cruise Power - SET PER CRUISE POWER TABLES OR GRAPHS
2. Engine Instruments - MONITOR
3. Auxiliary Fuel Quantity - MONITOR to ensure fuel is being transferred from auxiliary tanks
4. Auxiliary Fuel Transfer Switches - OFF (when AUX EMPTY Lights Illuminate)

NOTE

Turbulent air penetration speed: 175 KIAS

OPERATIONAL SPEEDS (IAS)

Minimum Single-Engine Control	86 kts
Single-Engine Best Angle-of-Climb	99 kts
Single-Engine Best Rate-of-Climb	110 kts
Two-Engine Best Angle-of-Climb	102 kts
Two-Engine Best Rate-of-Climb	112 kts
Maximum Demonstrated Crosswind	25 kts
Cruise Climb:	
SL - 10,000 feet	150 kts
10,000 - 20,000 feet	130 kts
20,000 - 25,000 feet	120 kts
25,000 - 31,000 feet	110 kts

DESCENT

1. Pressurization - SET (Set cabin altitude to show landing field elevation plus 500 feet.)
2. Altimeter - SET
3. Cabin Sign - AS REQUIRED
4. Windshield Anti-Ice - AS REQUIRED (Turn ON well before descent into warm, moist air, to aid in defogging.)
5. Power - AS REQUIRED TO GIVE DESIRED RATE OF DESCENT.

NOTE

Approximately 75% N_1 is required to maintain the pressurization schedule during descent.

LANDING

CAUTION

If either of the SECONDARY LOW PITCH STOP warning lights (if installed) has become illuminated in flight, do not attempt reversing on landing.

NOTE

Under reduced visibility conditions, landing and taxi lights should be left off due to light reflections.

1. Cabin Sign - ON
2. Propeller Synchrophaser - OFF
3. Autofeather Switch - ARM
4. Flaps - AS REQUIRED
5. Landing Gear - DOWN
6. Landing and Taxi Lights - AS REQUIRED
7. Pressurization - CHECK
8. Propeller Levers - HIGH RPM AFTER TOUCHDOWN
9. Power Levers - BETA RANGE AS REQUIRED AFTER TOUCHDOWN

MAXIMUM REVERSE THRUST LANDING

CAUTION

To insure consistent reversing characteristics, the Propeller Controls must be in the FULL INCREASE RPM position.

1. Condition Levers - HIGH IDLE
2. Propeller Levers - HIGH RPM
3. Power Levers - LIFT AND REVERSE AFTER TOUCHDOWN
4. Condition Levers - LO IDLE

CAUTION

If possible, propellers should be moved out of reverse above 40 knots to minimize propeller blade erosion. Care must be exercised when reversing on runways with loose sand or dust on the surface. Flying gravel will damage propeller blades, and dust may impair the pilot's forward visibility at low airplane speeds.

BALKED LANDING

1. Power - TAKE-OFF
2. Propeller Levers - HIGH RPM
3. Climb at Balked Landing Climb Speed (FAA PERFORMANCE SECTION).
4. Airspeed - Accelerate to 100 KIAS.
5. Flaps - UP
6. Landing Gear - UP