

SECTION IV
NORMAL PROCEDURES

MOONEY M20J

- CAUTION -

Avoid continuous operation between 1500 and 1950 RPM with power settings below 15" Hg. manifold pressure.

NOTE

Exercise caution with power settings below 15" Hg manifold pressure at airspeeds between 70 - 113 KIAS to preclude continuous operation in the 1500 - 1950 RPM restricted range.

- CAUTION -

Avoid long high speed descents at low manifold pressure as the engine can cool excessively.

Cowl Flaps.....CLOSED (Control Full Forward)
Ram Air.....OFF Before Entering Dusty Air
Layers

NOTE

Plan descents to arrive at pattern altitude on downwind leg for maximum fuel efficiency and minimum aircraft noise.

APPROACH FOR LANDING

Internal/External Lights.....As desired
Seat Belts, Shoulder Harness.....FASTENED
Landing Gear.....Extend below 132 KIAS
(Gear down light on - Check visual
indicator on floor)
Mixture.....FULL RICH
Propeller.....HIGH RPM
Fuel Boost Pump.....ON

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Fuel Selector.....FULLEST TANK
Wing Flaps.....As desired (full down below
115 KIAS)

- CAUTION -

From a flaps retracted trimmed condition, the force required for nose up pitch control will rapidly increase when power is reduced to idle and as flaps are fully extended. Timely trimming action should be accomplished to minimize forces. Control force change with extending landing gear is minimal.

Trim.....As desired
Ram Air.....OFF (Warning light off)

NOTE

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

Parking Brake.....OFF

GO AROUND (BALKED LANDING)

- CAUTION -

From a flaps extended and power at idle trimmed condition, the force required for nose down pitch control will rapidly increase when Maximum Continuous Power (MCP) is applied and as flaps are fully retracted. Little control force change will be experienced when retracting the landing gear.

Power.....FULL THROTTLE and 2700 RPM
Mixture.....FULL RICH
Airspeed.....65 KIAS
Flaps.....After climb established-
Takeoff position
4-17

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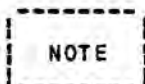
MOONEY M20J

Trim.....Reduce control force by trimming
NOSE DOWN
Airspeed.....Accelerate to 73 KIAS
Landing Gear.....RETRACT
Flaps.....RETRACT
Cowl Flaps.....OPEN
Airspeed.....Accelerate to 91 KIAS

LANDING

LANDING (NORMAL)

Airspeed on Final.....71 KIAS (Full Flaps)
Touchdown.....Main wheels first
(aligned with runway)
Landing Roll.....Lower nose wheel gently
Brakes.....Minimum required
Wing Flaps.....Retract after clearing runway
Boost Pump.....OFF after landing
Trim.....Takeoff position



See Section V, pages 5-31 through 5-34
for Landing Distance Tables.

LANDING (MAXIMUM PERFORMANCE)

Airspeed on Final.....65 KIAS (Full Flaps)
Touchdown.....Main Wheels First
Landing Roll.....Lower nose wheel quickly as
possible
Brakes.....Maximum possible without
locking wheels

LANDING (CROSSWIND)

Airspeed on Final.....Above normal approach
airspeed with Full Flaps
(if crosswind component
is above 12 KTS use 1/2 Flaps)
Final Approach.....Allow Aircraft to crab
Prior to flare.....Slip aircraft into wind
Touchdown.....Main wheels first (aligned
with runway)

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NORMAL PROCEDURES

MOONEY M20J

Landing Roll.....Lower nose wheel as quickly
as possible
Brakes.....As required to slow aircraft
as quickly as possible

" CAUTION "

The landing gear may retract during
landing roll if landing gear switch is
inadvertently placed in the UP position.

TAXI

Throttle.....1000 to 1200 RPM
Flaps.....RETRACT
Cowl Flaps.....FULL OPEN
Trim.....Takeoff
Radios.....As required
Lighting.....As required

SHUTDOWN

Parking brake.....SET
Throttle.....1000 to 1200 RPM (until cylinder
head temperature starts to drop)
Radio master.....OFF
Internal/External Lights.....OFF
Magneto/Starter Switch.....Grounding Check
Mixture.....IDLE CUTOFF
Magneto/Starter Switch...OFF when propeller stops
Master Switch.....OFF
Oxygen System (if equipped).....OFF

SECURING THE AIRCRAFT

Magneto/Starter.....OFF/Key removed
Master Switch.....OFF
Radio Master.....OFF
Electrical Switches.....OFF
Parking Brake.....RELEASE and install wheel
chocks
For extended parking.....Control wheel secured
with seat belts, cabin
vents closed, tie down