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| NOTE |  
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Using the landing gear as a descent aid will result in a steeper descent rate (greater altitude loss per horizontal distance traveled).

APPROACH FOR LANDING

Seats, Seat Belts, Shoulder Harness	ADJUST AND SECURE
Internal/External lights	AS DESIRED
Landing gear	DOWN below 140 KIAS
	(Check Gear Down light ON-Check visual indicator)
Boost Pump	ON
Fuel Selector	FULLEST TANK
Wing flaps	AS DESIRED (FULL down below 110 KIAS)
Elevator Trim	AS DESIRED
Rudder Trim	AS DESIRED

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~ CAUTION ~  
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To minimize control wheel forces during maneuvering, timely nose-up trimming is recommended to counteract the nose down pitching moment as power is reduced and/or the flaps are extended

Parking Brake	VERIFY OFF
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GO AROUND (BALKED LANDING)

Power	FULL FORWARD/2575 RPM)
Mixture	Verify FULL RICH
Boost Pump	Verify ON(BLUE light on Annunciator)
	(Full Throttle automatically turns Boost Pump ON)
Wing Flaps	TAKEOFF POSITION (10°)
	(After POSITIVE climb established)
Trim	NOSE DOWN to reduce forces

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

Airspeed	85 KIAS
Landing Gear	RETRACT
Wing Flaps	RETRACT
Airspeed	105 KIAS

**LANDING**

Before Landing Checklist	. . . . .	COMPLETED
Wing Flaps	. . . . .	FULL DOWN
Landing Gear	. . . . .	DOWN and LOCKED
Approach Airspeed	. . . . .	As specified In Section V
	. . . . .	(Landing Distance)
Touchdown	. . . . .	MAIN WHEELS FIRST
Landing Roll	. . . . .	LOWER nose wheel gently
Brakes	. . . . .	MINIMUM required

**| NOTE |**

Landing information for reduced flap settings are not available.  
See Section V for Landing Distance tables.

**| NOTE |**

If maximum performance landings are desired, use the above procedures except, reduce the approach airspeed to 75 KIAS (flaps full down) and apply maximum braking (without skidding tires) during rollout.

**| NOTE |**

Crosswind landings should be accomplished by using the above procedures except maintain approach speed appropriate for the wind conditions. Allow aircraft to crab until the landing flare. Accomplish the touchdown in a slight wing low sideslip (low wing into the wind) and the aircraft aligned with the runway. During the landing roll, position the flight controls to counteract the crosswind.

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

**TAXI AFTER LANDING**

Throttle	. . . . .	AS REQUIRED
Boost Pump	. . . . .	OFF
Cowl Flaps	. . . . .	OPEN
Wing Flaps	. . . . .	RETRACT
Elevator Trim	. . . . .	TAKEOFF SETTING
Avionics/Radios	. . . . .	AS REQUIRED
Interior/Exterior Lights	. . . . .	AS DESIRED