

3 LIMITATIONS

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3-1 GENERAL

This section provides the operating limitations and instrument markings for the flight model BTG4 (based on Beechcraft Beech Super King Air B200) installed on an Alsim flight trainer model AL200 MCC.

3-2 AIRSPEED LIMITATIONS FOR SAFE OPERATION

3-2-1 TWO ENGINES OPERATING (IAS)

V_{MO} — maximum operating speed (up to 12,000 ft).....	259 kt
V_A — design maneuvering speed (max. mass).....	181 kt
V_{FE} — maximum flaps extended speed	
approach position	200 kt
full down	157 kt
V_{LO} — maximum landing gear operating speed	
Gear extending	163 kt
Gear retracting	181 kt
V_{LE} — maximum landing gear extended speed	181 kt
Maximum demonstrated crosswind velocity	25 kt
Rotation speed (flaps up).....	95 kt
Normal climb speed (to 10,000 ft).....	140 kt
V_Y — best rate of climb speed.....	121 kt
V_X — best angle of climb speed	100 kt
Normal approach speed (flaps down).....	103 kt
Balked landing climb	100 kt
Stall speed (wings level, maximum mass)	
Flaps up	99 kt
Flaps down.....	75 kt
Emergency descent speed.....	181 kt
Best glide speed	135 kt

3-2-2 ONE ENGINE INOPERATIVE (IAS)

V_{MCA} — minimum control speed with one engine inoperative.....	86 kt
One engine inoperative best rate of climb speed.....	121 kt
One engine inoperative best angle of climb speed.....	115 kt
Intentional one engine inoperative speed	104 kt

3-3 AIR SPEED INDICATOR MARKERS

Red radial (Minimum Control Speed) 86 kt

White arc (Flaps Extended Range)..... 75 - 157 kt

Wide white arc 75 - 99 kt
 (Lower limit is stalling speed at max. weight with full flaps and idle power.)

Narrow white arc 99 - 157 kt
 (Lower limit is stalling speed at max. weight with flaps up and idle power.
 Upper limit is max. speed permissible with flaps extended beyond approach position.)

White triangle (Max. speed with approach flaps) 200 kt

Blue radial (Best Climbing Speed with One Engine Inoperative) 121 kt

Red and white hash-marked pointer.....259 kt or equal value to .52 Mach,
 (Max. speed for any operation).....whichever is lower.

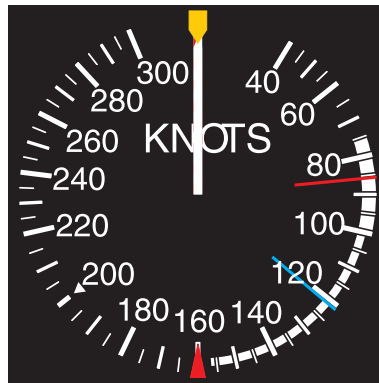



Figure 3.1: Airspeed Indicator

3-4 POWERPLANT LIMITATIONS

ENGINE

Number of engines 2



WARNING
 In flight, do not lift the power levers or move them below the flight idle position. These actions could result in a nose-down pitch and a descent rate leading to aircraft damage and injury to personnel.

3-4-1 ENGINE OPERATING LIMITS

Operating Condition	SHP	Torque ft-lbs ^a	Max. Observed ITT ° C	Gas gene. RPM rpm	RPM N ₁ %	Prop. RPM N ₂	Oil Press. psi ^b	Oil Temp ° C ^{c,d}
Starting	–	–	1000 ^e	–	–	–	–	-40(min)
Low idle	–	–	750 ^f	22,875	61(min)	^g	60(min)	-40 to 99
High idle	–	–	–	–	^h	–	–	-40 to 99
Take-off + max. cont.	850	2230	800	38,100	101.5	2000	100 to 135	0 to 99
Max. cruise	850	2230 ⁱ	800	38,100	101.5	2000	100 to 135	0 to 99
Cruise climb + normal cruise	850	2230 ^j	770	38,100	101.5	2000	100 to 135	0 to 99
Max. reverse ^k	800	–	750	–	88	1900	100 to 135	0 to 99
Transient	–	2750 ^l	850	38,500 ^m	102.6 ⁿ	2200 ^o	200	0 to 104 ^p

Table 3.1: Engine operating limits

^aTorque limit applies within range of 1600 - 2000 prop. rpm (N₂). Below 1600 propeller rpm, torque is limited to 1100 ft-lbs.

^bWhen gas generator speeds are above 27,700 rpm (72% N₁) and oil temperatures are between 60 ° C and 71 ° C, normal oil pressure are: 100 to 135 psi below 21,000 feet; 85 to 135 psi at 21,000 feet and above. During extremely cold starts; oil pressure may reach 200 psi. Oil pressure between 60 and 85 psi is undesirable; it should be tolerated only for the completion of the flight, and then only at a reduce power setting not exceeding 1100 ft-lbs torque. Oil pressure below 60 psi is unsafe; it requires that either the engine be shut down, or that a landing be made at the nearest suitable airport, using the minimum power required to sustain flight. Fluctuations of plus or minus 10 psi are acceptable.

^cA minimum oil temperature of 55 ° C is recommended for fuel heater operation at take-off power.

^dOil temperature limits are -40 ° C and 99 ° C. However, temperatures of 104 ° C are permitted for a maximum time of 10 minutes.

^eTime limited to 5 seconds.

^fHigh ITT at ground idle may be corrected by reducing accessory load or increasing N₁ rpm.

^g1100 rpm for McCauley Propeller, 1180 for Hartzell Propeller.

^hAt approximately 70 % N₁

ⁱCruise torque values vary with altitude and temperature.

^jCruise torque values vary with altitude and temperature.

^kThis operation is time limited to 1 minute.

^lTime limited to 5 seconds.

^mTime limited to 10 seconds

ⁿTime limited to 10 seconds

^oTime limited to 5 seconds.

^pValues above 99 ° C are time limited to 10 minutes.

3-4-2 GENERATOR LIMITS

Maximum sustained generator load is limited as follows: In Flight:

Sea level to 31,000 feet altitude 100%
Above 31,000 feet altitude..... 88%

Ground operation: 85%

During ground operation, also observe the following limitations:

Generator load	Minimum Gas Generator rpm - N ₁	
	Without Air Conditioning	With air conditioning ^a
0 to 75%	61%	62%
75 to 80%	61%	62%
80 to 85%	65%	65%

Table 3.2: Generator Limits

^aRight engine only

3-4-3 STARTER LIMITATIONS

Use of the starters is limited to 40 seconds ON, one minute OFF, 40 seconds ON, one minute OFF, 40 seconds ON, 30 minutes OFF before a fourth start may be attempted.

3-4-4 FUEL LIMITATIONS

Usable Fuel:

Total usable fuel 544 gallons (3645 pounds)
Each main fuel tank system..... 193 gallons (1293 pounds)
Each auxiliary fuel tank..... 79 gallons (529 pounds)

Fuel Imbalance:

Maximum allowable fuel imbalance between wing fuel systems is 1000 pounds.

Fuel Crossfeed:

Crossfeeding of fuel is permitted only when one engine is inoperative.

3-4-5 PROPELLER

Propeller Rotational Speed Limits

Transients not exceeding 5 seconds 2200 rpm
Reverse..... 1900 rpm
All other conditions 2000 rpm
Minimum idle speed 1100 rpm

Propeller Rotational Overspeed Limits

The maximum propeller overspeed limit is 2200 rpm and is time-limited to five seconds. Sustained propeller overspeeds faster than 2000 rpm indicate failure of the primary governor. Flight may be continued at propeller overspeeds up to 2120 rpm, provided torque is limited to 1800 foot-pounds.

Sustained propeller overspeeds faster than 2120 rpm indicate failure of both the primary governor and the secondary governor, and such overspeeds are unapproved.

3-4-6 POWER PLANT INSTRUMENT MARKINGS

Instrument	Red radial	Green arc	Red radial
	Minimum	Norm. op. range	Max.
Inter Turbine Temp.	–	400 to 800 ° C	800 ° C ^a
Torquemeter	–	400 to 2240 ft-lbs	2240 ft-lbs
Tachometer (Propeller)	–	1600 to 2000 rpm	2000 rpm
Gas Generator Tachometer	–	–	101.5%
Oil Temperature	–	10 to 99 ° C	99 ° C
Oil Pressure ^b	60 psi	100 to 135 psi	200 psi

Table 3.3: Power Plant Instrument Markings

^aStarting limit (dashed red radial): 1000 ° C

^bA dual-band yellow/green arc extends from 85 to 100 psi, indicating the extended range of normal oil pressure for operation at, or above, 21,000 feet.

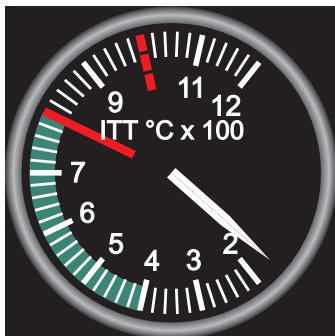


Figure 3.2: Inter Turbine Temperature

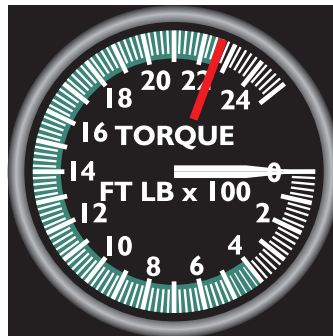


Figure 3.3: Engine Torque



Figure 3.4: Tachometer (Propeller)

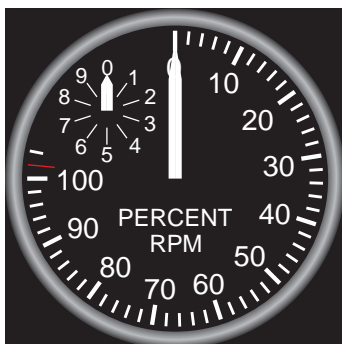


Figure 3.5: Tachometer (Gas Generator)

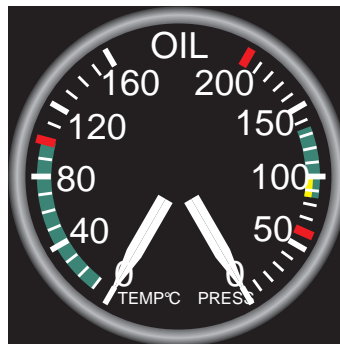


Figure 3.6: Oil Temperature and Pressure

3-5 WEIGHT LIMITS

Maximum take-off weight 12,500 lbs

3-6 CENTER OF GRAVITY LIMITS

The center of gravity of Alsim flight trainers is fixed.

3-7 MANEUVER LIMITS

This is a normal category aircraft. No acrobatic maneuvers (including spins) approved.

3-8 CREW LIMITS

Minimum Crew: One pilot

3-9 MAXIMUM OPERATING PRESSURE-ALTITUDE LIMITS

Normal operation 35,000 ft
Operation with yaw damp system inoperative 17,000 ft

3-10 MAXIMUM OUTSIDE AIR TEMPERATURE LIMITS

Sea level to 25,000 feet pressure altitude ISA + 37 ° C
Above 25,000 feet pressure altitude ISA + 31 ° C

3-11 CABIN PRESSURIZATION LIMIT

Maximum cabin pressure differential 6.6 psi

3-12 LANDING GEAR CYCLE LIMITS

Landing gear cycles (1 up - 1 down) are limited to one every 5 minutes for a total of 6 cycles followed by a 15-minute cool-down period.

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4 NORMAL PROCEDURES

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4-1. COCKPIT PREPARATION

The checklists presented in this chapter are checklists for a **non-specific twin-turboprop** engine aircraft installed on an Alsim trainer model AL200 MCC.

 NOTE	These checklists cannot replace qualified flight instruction.
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4-1 COCKPIT PREPARATION

- Flights controls.....free
- Electrical switches.....off
- Avionics.....off
- Landing gear lever.....down
- Parking brake.....on
- Battery master.....on
- Annunciator panel.....tested
- Fuel quantity.....checked
- Landing gear lights.....3 green
- Flaps.....test - up
- Battery master.....off
- Trims.....take-off position
- Documentation.....checked
- Oxygen pressure.....checked
- Oxygen masks.....checked

4-2 BEFORE START

Cabin door	secured
Passenger briefing	completed
Seats	adjusted
Seat belts	secured
Parking brake	on
Crossfeed	closed
Left and right main fuel selectors	open
Power levers	idle
Propeller controls	full forward
Condition levers	fuel cut-off
Cabin comfort control	off
Electrical switches	off
Circuit breakers	checked
Avionics master	off
Inverter power switch	off
Battery master	on
Rotating lights	on
Cockpit lights	adjusted
Fasten Seat Belts and No Smoking signs	on

4-3 ENGINE START

NORMAL START (BATTERY)

Engine no. 1:

Battery..... on
 Fuel pump..... on
 Fuel pressure annunciator checked — off
 Ignition switch on
 Starter on
 Ng (min. 12%) stabilized
 Condition lever high idle
 Ignition light on
 ITT (max. 1090 ° C for 2 sec.) and Ng monitored
 Starter (at stabilized idle – 52%) off
 Ignition off
 Power lever..... advanced to 68% Ng
 Generator on
 Oil pressure checked
 Cabin door unsafe light out
 Generator (after 30 s) off

Engine no. 2:

Repeat above through “Oil pressure - checked”

Both generators on

ENGINE CLEARING PROCEDURE

(Allow 30 sec. fuel drain period)

Condition lever stop
 Ignition off
 Battery master on
 Fuel pump..... on
 Starter on 15 sec. then off
 Fuel pump (when Ng is 0) off

ENGINE CROSS-START (ONE ENGINE OPERATING)

Fuel pump - inop. engine on
 Ignition switch - inop. engine on
 Generator - op. engine off
 Power lever - op. engine advanced to 68% Ng
 Starter - inop. engine on
 Generator - op. engine (after 10% Ng on inop. engine) on
 Ng (min. 12%) stabilized
 Condition lever run
 Ignition annunciator on
 2nd engine ITT (max. 1090 ° C for 2 sec.) and Ng monitored
 1st engine ITT & Ng monitored
 Starter (2nd engine)(at stabilized idle) off
 Ignition (2nd engine) off
 Generator (2nd engine) on after 68 % Ng

4-4 BEFORE TAXI

G.P.U. disconnected
 Battery master on
 Generators on
 Lights as required
 Cabin comfort on
 Inverter power on
 Gyros set
 Altimeters set
 Clock set
 Avionics master on
 Electric trim on & checked
 Autopilot checked & off
 Radios checked
 Flaps up
 Annunciator panel checked
 Fuel quantity noted
 Fuel totaliser reset

4-5 TAXIING

Parking brake released
 Brakes checked
 Propellers reverse checked
 Flight instruments checked
 Power levers idle
 Prop controls feather
 Prop controls full forward

4-6 ENGINE RUN-UP

Parking brake on
 Circuit breakers checked
 Left & right generators on
 Ammeter & voltmeter checked
 Inverter checked
 Prop. sync off
 Fuel pumps engines 1&2 checked
 Crossfeed checked & off
 Air control pressurized
 Emergency gear ext. cover closed
 Power levers set at 1625 RPM
 Pressurization checked and set
 Power levers set at 1800 RPM
 Ice protection checked
 Power levers idle
 Power levers test reverse
 Power levers idle
 Power quadrant friction lock set

4-7 BEFORE TAKE-OFF

Circuit breakers.....	checked
Generators.....	on
Fuel pumps.....	on
Fuel pressure.....	checked
Ice protection.....	as required
Cowl flaps.....	closed
Flight instruments.....	checked
Engine gauges.....	checked
Warning lights.....	checked
Radios and transponder.....	set
Prop sync.....	off
Prop controls.....	full forward
Trim.....	set
Flaps.....	checked and up
Fuel quantity.....	checked
Flight controls.....	free
Pressurization system.....	set
Parking brake.....	released

4-8 LINE-UP

Headings.....	checked
Position lights.....	on
Landing lights.....	on
Rotation lights.....	on
Exit light.....	on
Taxi light.....	off
Ice protection.....	as required

4-9 TAKE-OFF AND CLIMB

Dir. gyro.....	runway heading
Power levers.....	advanced
ITT & torque.....	within limits
Rotation.....	95 kt min.
Landing gear (below V_{LO}).....	up
Climb power.....	set
Seat belts and smoking sign.....	as required
Prop synch.....	as desired
Yaw damper.....	as desired

4-10 CRUISE

Cruise powerset
 Engine instruments monitored
 Pressurization as desired
 Windshield heat on

4-11 FLIGHT IN ICING CONDITIONS

Engine ice prot. switch (in visible moisture below +5 ° C) on
 Pitot heat on
 Windshield heat on
 Surface de-ice as required
 Oil temp. monitored
 Cowl flaps (if temp. high) open

4-12 DESCENT

Pressurizationset
 Altimeters set
 Dehumidifier as required

4-13 BEFORE LANDING

Fasten Seat Belts and No Smoking signs on
 Prop. sync. off
 Propeller control levers full forward
 Cabin pressure checked - below 0.3 psi
 Flaps as required
 Landing gear down
 Landing gear lights 3 green
 Brakes checked
 Autopilot / yaw damper off
 Lights on

4-14 BALKED LANDING

Power as required
 Torque & temperatures within limits
 Flaps approach
 Landing gear up
 Flaps full up

4-15 AFTER LANDING

Propellers controls full forward
Reverse thrust (above 40 KIAS)..... as desired

After clearing runway:

Flaps..... up
Landing lights..... off

4-16 SHUTDOWN

Parking brake..... set
Avionics..... off
Electrical equipment..... off
Inverter power switch..... off
Battery charge..... checked
ITT below 610 ° C one minute

First engine started:

Generator off
Power lever..... idle
Propeller feathered
Condition lever..... fuel cut-off
Fuel Pump off
Master comfort..... off

Second engine:

Repeat as for first engine

Beacon and nav. light off
Fuel selector..... off
Battery master..... off

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5 EMERGENCY PROCEDURES

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5-1 GENERAL

The checklists presented in this chapter are checklists for a **non-specific twin-turboprop** engine aircraft installed on an Alsim trainer model AL200 MCC.

**NOTE**

The procedures described here are not a substitute for sound judgment and common sense. Neither can these checklists replace qualified flight instruction.

5-2 ENGINE INOPERATIVE PROCEDURES

5-2-1 ENGINE SECURING PROCEDURE (FEATHERING PROCEDURE)

Power lever idle
 Propeller feathered
 Condition lever stop
 Generator switch off
 Cowl flap close
 Prop. synch off
 Electrical load reduce
 Crossfeed consider

5-2-2 ENGINE FAILURE DURING TAKE-OFF (BELOW ROTATION SPEED)

Power levers idle
 Brakes as required
 Power levers reverse as desired

Stop straight ahead.

If insufficient runway remains for a safe stop:

Condition levers stop
 Fuel selectors close
 Battery master off
 Generator switch/Generator trip switch off

5-2-3 ENGINE FAILURE DURING TAKE-OFF (ABOVE ROTATION SPEED)

- Airspeed blue line
- Directional control maintain
- Power (operative engine) maximum
- Gear retract
- Prop (inop. engine) feather
- Trim 5 ° towards operative engine
- Climb straight ahead

(Avoid obstacles and attain sufficient altitude to execute SINGLE-ENGINE LANDING procedure on page 5-4)

Inop. engine.....complete ENGINE SECURING
.....PROCEDURE on page 5-2

Land as soon as practical at nearest suitable airport.

5-2-4 ENGINE FAILURE DURING FLIGHT

- Airspeed blue line
- Directional control maintain
- Inop. eng. identify and verify
- Air start attempt

If air start unsuccessful:

Engine securing procedure complete

Land at nearest suitable airport

5-2-5 INTENTIONAL SECURING OF ONE ENGINE

- Generator switch of eng. to be shut down
(prior to eng. power removal) off
- Engine securing procedure complete

5-2-6 ENGINE FLAMEOUT (2ND ENGINE)

- Power lever idle
- Prop control do not feather
- Condition lever stop
- Air start procedure complete

5-2-7 SINGLE ENGINE APPROACH AND LANDING

Engine securing procedure complete
Fuel source no crossfeed
Landing gear up
“Fasten Seat Belts” and “No Smoking” signs on
Non-essential bus on
Flaps (on downwind leg) approach position
Airspeed blue line
Cabin depressurized
Prop control full forward
Autopilot/yaw damper off
Landing gear down
Flaps (when landing assured) full down
After touch-down:
Reverse apply carefully if needed

5-2-8 SINGLE ENGINE GO-AROUND

Directional control maintain
Power maximum
Flaps approach
Landing gear up
Flaps full up
Trim as desired
Airspeed blue line

5-2-9 AIR START (STARTER ASSIST)

Non-essential bus.....	off
Electrical load.....	min required
Power lever.....	idle
Prop.....	operating range
Condition lever.....	stop
Fuel quantity.....	checked
Left and right main fuel selectors.....	open
Fuel pump.....	on
Ignition.....	on
Generator switches.....	both off
Starter.....	on
Turbine speed (Ng).....	10% min
Condition lever.....	high idle
Ignition light.....	on
Generator switches — op. eng. (if Ng stabilizes below 10 %).....	on
Starter (at stabilized idle).....	off
Ignition switch.....	off
Generator switches (above 68% Ng).....	both on
Non-essential bus.....	on
Power and prop controls.....	as required

5-2-10 AIR START: WIND MILLING ENGINE AND PROPELLER (Ng ABOVE 10 %) (NO STARTER ASSIST)

Non-essential bus.....	off
Electrical load.....	min required
Power lever.....	idle
Prop control.....	full forward
Condition lever.....	stop
Fuel quantity.....	checked
Left and right main fuel selectors.....	open
Fuel pump.....	on
Generator (inop. engine).....	off
Airspeed.....	min. 140 KIAS
Altitude.....	below 20,000 ft.
Ignition switch.....	on
Turbine speed (Ng).....	above 10%
Condition lever.....	run
Ignition light.....	on
Power and prop controls (after ITT has peaked).....	as required
Generator (above 68% Ng).....	on
Ignition switch.....	off
Non-essential bus.....	on

5-2-11 EMERGENCY AIR START (Ng BELOW 10%)

- Prop control operating range
- Power lever idle
- Condition lever stop
- Generator (inop. engine) off
- Fuel pump on
- Ignition switch on
- Airspeed (dive to increase Ng) V_{MO} max
- Condition lever run
- ITT monitored
- Condition lever (if overtemp. tendencies exist during accel. to idle) move to STOP periodically
- Ng 52% or greater
- Power lever as desired
- Generator on
- Ignition switch off
- Non-essential bus on

5-3 FIRE

5-3-1 ENGINE FIRE ON GROUND (Engine start, taxi and takeoff with sufficient distance remaining to stop)

- Affected engine:
- Condition lever stop
 - Fuel selector closed
 - Brakes as required
 - Starter on
 - Fuel pump off
 - Ignition off
 - Fire extinguisher switches actuate
 - Radio call for assistance
 - External fire extinguisher use

5-3-2 ENGINE FIRE IN FLIGHT

Power.....as required
Affected engine.....identify and verify
Prop (affected engine).....feathered
Feathered engine.....complete Engine Securing Procedure
Condition lever.....stop
Fuel selector.....closed
Ignition.....off
Fuel pump.....off
Fire extinguisher (if fire persists).....actuated
Prop sync.....off
Bus tie switch (inop. eng.).....off
Electrical load.....monitor
Crossfeed.....if required

5-4 PROPELLER OVERSPEED

If prop speed exceeds maximum:
Power lever.....idle
Prop control.....feather
Condition lever.....stop
Engine securing procedure.....completed

5-5 HIGH OIL TEMPERATURE

Cowl flaps.....open
Power.....reduce if required

5-6 LOSS OF OIL PRESSURE

Engine Securing Procedure.....complete

5-7 ROUGH AIR OPERATION

Airspeed.....slow to maneuvering speed or slightly less
Fly attitude and avoid abrupt maneuvers.
Seat belts.....tighten

In heavy rain or with less than 250 lbs. of fuel per side:
Ignition.....on

5-8 ELECTRICAL MALFUNCTIONS

5-8-1 BATTERY OVERTEMP

Battery master	off
Battery overtemp light (after 10 min.)	checked
Battery master (if overtemp. light out)	on
Battery master (if overtemp. light on)	off

5-8-2 SINGLE GENERATOR FAILURE

(Zero A or gen. inop. light on)

Generator switch	off
Circuit breakers	checked
Engine bus tie switches	on
Nonessential bus (if load exceeds 150 A)	off
Nonessential bus (prior to landing flap extension)	on

5-8-3 GENERATOR BUS TIE CIRCUIT BREAKER OUT

High-reading ammeter	monitored
Electrical load	
(to get ammeter below 200 A)	reduce as necessary
Generator bus tie C/B	
(if ammeter reads less than 200 A)	reset
Generator switch	on

If circuit breaker pops again:


Generator bus tie C/B	do not reset
Generator switch	off

5-8-4 DUAL GENERATOR FAILURE

Inop. generator switches	off
Non-essential bus	off
Electrical load	minimize
Circuit breakers	checked
Non-essential bus (prior to landing flap extension)	on
Land as soon as practical.	


5-8-5 ELECTRICAL FIRE

- Flashlight (at night) located
- Battery master off
- Generator switches off
- In IFR conditions rely on turn indicator for attitude information as electric instruments are unreliable.
- All elect. switches off
- Avionics master switch off
- All C/B(s) checked and pulled
- Battery master on
- Generator switches on
- C/B(s) and switches
(one at a time to locate faulty unit) on
- Faulty unit C/B pulled



CAUTION
Any time a generator switch is to be turned off, be careful not to inadvertently engage the starter.

5-9 EMERGENCY OXYGEN SYSTEM



Minimum supply above 25,000 ft. is 300 PSI.

- Oxygen switch on
- Masks don
- Oxygen supply monitor

5-10 CROSSFEED PROCEDURE

- Fuel selector (inop. eng.) on
- Crossfeed on
- Fuel selector (op. eng.) off

Before landing:

- Fuel selector (op. eng.) on
- Crossfeed on
- Fuel selector (inop. eng.) off

5-11 EMERGENCY DESCENT PROCEDURES

5-11-1 GEAR AND FLAPS RETRACTED

Power levers.....idle
Prop controls.....full forward
Aircraft attitude..... 30 ° bank
Airspeed.....red needle
Aircraft attitude.....wings level, nose down

5-11-2 GEAR AND FLAPS EXTENDED

Power levers.....idle
Prop controls.....full forward
Aircraft attitude..... 30 ° bank
Wing flaps (respect airspeed limitations)..... 15 °
Gear (respect airspeed limitations)..... extended
Wing flaps (respect airspeed limitations)..... full down
Airspeedbelow V_{FE}
Aircraft attitude.....wings level, nose down

5-12 EMERGENCY GEAR EXTENSION

Cabin depressurized
Airspeed.....below V_{LE}
Gear selector down
Gear breaker pull
Emergency gear extension cover.....lifted
Emergency gear extension switch..... up

5-13 GEAR UP LANDING

Select suitable landing area.


Ground personnel inform
Fuel burn off excess if time allows
Passengers brief
Autopilot off
Landing check list (except gear down) completed
Gear selector up
Generator switches off
Flaps down
Battery master (daylight) off

Make a normal approach

When runway is made:

Condition levers stop
Prop controls feather
Left and right main fuel selector closed
Battery master (night, after touch-down) off

Evacuate when aircraft comes to a stop.

	<p>WARNING Total drag of the airplane will be significantly reduced with props in feather. Pilot should plan for increased landing distance.</p>
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