

Extended CHECKLIST

D-EEKE

Beechcraft Bonanza F33A



Normal Airspeeds

V _R	71 KIAS
V _X	77 KIAS
V _Y	96 KIAS
V _Y Cruise	107 KIAS
V _{FE} Full	123 KIAS
V _A	134 KIAS
V _{FE} 15°	154 KIAS
V _{LE} /V _{LO}	154 KIAS
V _{NO}	167 KIAS
V _{NE}	196 KIAS
V _{init} Appr	90-95 KIAS

Emergency Airspeeds

Emergency Descent	154 KIAS
Glide	105 KIAS
Engine out Landing	83 KIAS

Data

MTOW	3.400 lbs/1.542 kg
Usable Fuel	74 US Gal/280 l
Fuel Capacity	80 US Gal/302 l
avg. Fuel Flow	15 US Gal/h

This Checklist is a recommended Operator Checklist and for reference only. Although it is derived from the original Airplane Flight Manual, it is not substitute for and does not supersede the approved AFM or any of its supplements or parts thereof, or any training or procedures required by any regulatory or advisory bodies.

Preflight Inspection	
Cabin	Left Fuselage
Documents ABOARD, CHECKED	Static Pressure Port UNOBSTRUCTED
Parking Brake SET	
Control (Gust)-Lock REMOVE	All Antennas CHECK
All Switches OFF	Left Wing
Cowl Flaps CHECK OPEN	
Mixture IDLE CUT OFF	Flap CHECK
Propeller HIGH RPM	Aileron CHECK
Gear-Handle CHECK DOWN	Wing Tip CHECK
Battery Switch ON	Position Light CHECK
Battery Voltage CHECK	Stall Warning CHECK
Landing Gear Lights CHECK 3 GREEN	Pitot Tube CHECK
	Fuel Tank CHECK QUANTITY
External Lights ON, CHECK	Filler Cap SECURE
Pitot Heat ON, CHECK (Cover removed! Check warming up, off)	Cabin Air Intake CHECK
	Tie Down and Chocks REMOVE
Stall Warning CHECK	Wheel Well Door,
Pitot Heat OFF	Tire and Strut CHECK
External Lights OFF	Fuel Vent CHECK
Battery Switch OFF	Fuel Sump DRAIN <i>(Tool is in the Baggage Compartment)</i>
Right Fuselage	Fuel Selector Valve Sump DRAIN <i>(Located underneath the cover on the left fuselage part)</i>
Baggage Compartment Door CHECK	
Static Pressure Port UNOBSTRUCTED	Cover SECURE
Empennage	Nose
Control Surfaces (Elevator, Ruder, Trim) CHECK	Left Cowl Flap CHECK
	Tie Downs REMOVE
Position Light and Rotating Beacon CHECK	Left Cowl SECURE
Cabin Air Intake CHECK	Propeller CHECK GENERAL and Spinner CONDITION

Wheel Well Door, Tire and Strut	CHECK	Right Wing	
Induction Air Intake	CLEAR	Cabin Air Intake	CHECK
Landing- and Taxi Light	CHECK	Tie Down and Chocks	REMOVE
Engine		Fuel Tank	CHECK QUANTITY
CHECK GENERAL CONDITION		Filler Cap	SECURE
Right Cowl	SECURE	Position Light	CHECK
Right Cowl Flap	CHECK	Wing Tip	CHECK
Chocks	REMOVE	Aileron	CHECK
Fuel Vent	CHECK	Flap	CHECK
Fuel Sump	DRAIN		
Wheel Well Door, Tire and Strut	CHECK		

Before Starting Engine	
Seats	POSITION, LOCKED, UPRIGHT
Seat Belts and Shoulder Harnesses	FASTEN
Parking Brake	SET
Avionic Master	CHECK OFF
Circuit Breakers <i>(incl. the 3 new in the Panel)</i>	IN
Landing Gear Handle	DOWN
Emergency Gear Handle	STOWED
Flaps	UP
Cowl Flaps	OPEN
Light Switches	OFF
Electric Elevator Trim	NEUTRAL
Fuel Selector Valve	CHECK OPERATION, SELECT FULLEST TANK
Propeller Anti Ice Switch	CHECK OFF
Battery and Alternator Switches	ON
<i>(if external power is used, turn Alternator switch OFF)</i>	
Rotating Beacon	ON
Fuel Quantity Indicators	CHECK QUANTITY
<i>(do not Take-off if gauges indicate in yellow arc or with less than 13 gallons / 50liters in each tank!)</i>	
Propeller Area	CLEAR

Starting Engine	
<i>Caution: do not turn Mixture, Throttle and Propeller to the right if pushed fully forward!</i>	
<i>Caution: do not engage the starter for more than 30 seconds in any 4 minutes time period!</i>	
Cold Engine	
Mixture	FULL RICH
Propeller	FULL FORWARD / HIGH RPM
Throttle	FULL OPEN
Auxiliary Fuel Pump	ON UNTIL FUEL FLOW PEAKS, THEN OFF
Throttle	$\frac{1}{4}$ " OPEN (~3 to 4 turns to the right)
Magneto/Start Switch	START, RELEASE TO BOTH AFTER START

Warm/Hot Engine	
Mixture	IDLE CUT OFF
Propeller	FULL FORWARD / HIGH RPM
Throttle	FULL OPEN
Auxiliary Fuel Pump	30 to 60 SECONDS ON, THEN OFF
Mixture	FULL RICH
Auxiliary Fuel Pump	IN UNTIL FUEL FLOW PEAKS, THEN OFF
Throttle	¼" OPEN (~3 to 4 turns to the right)
Magneto/Start Switch	START, RELEASE TO BOTH AFTER START
Overprime Condition	
Mixture	IDLE CUT OFF
Propeller	FULL FORWARD / HIGH RPM
Throttle	FULL OPEN
Magneto/Start Switch	START, RELEASE TO BOTH AFTER START
<i>As engine fires, reduce throttle to IDLE and advance the mixture control to FULL RICH</i>	
Engine Started	
Throttle	1.000 to 1.200 RPM
Oil Pressure	CHECK
External Power (if connected)	DISCONNECT
Alternator Switch	ON, CHECK FOR CHARGING
All Engine Indicators	CHECKED, GREEN ARCS
Warning Lights	CHECK OFF, PRESS TEST
Avionic Master	ON
Autopilot Test	CHECKED

Before Taxi	
Altimeters	SET
Com/Nav/GPS	SET
Transponder	STBY
Parking Brake	RELEASE

Taxi	
Taxi Light	ON
Brakes	RELEASE AND CHECKED
Lights	AS REQUIRED
Fuel Selector	SWITCH TANKS
<i>Caution: Do not operate engine above 1.200 RPM until oil temperature reaches 75°F / 24°C (above the yellow section)</i>	

Before Take-Off	
Taxi Light	OFF
Parking Brake	SET
Seat and Shoulder Harnesses	CHECK
Seat Backs	UPRIGHT
Avionics	CHECK
Engine Instruments	CHECK, GREEN ARC
Flight Instruments	CHECK AND SET
Ammeter	CHECK
<i>Stabilized indication between 0 and 25% of full charge at 1.00 to 1.200 RPM</i>	
Auxiliary Fuel Pump	CHECK OFF
Throttle	1.700 RPM
Propeller	EXERCISE (300 to 400 RPM drop, return to high RPM), repeat 3 times
Magnetos	LEFT (max. 150 RPM drop), THEN BOTH
Magnetos	RIGHT (max. 150 RPM drop), THEN BOTH
<i>Not to exceed 50 RPM difference between LEFT and RIGHT</i>	
Throttle	IDLE CHECK (500 to 700 RPM), THEN 1.000 RPM
Trim	SET NEUTRAL
Flaps	CHECK OPERATION 15°, 30°, 15° AND UP
Doors and Windows	SECURE
Flight Controls	CHECK MOVEMENT, DIRECTION
Mixture	FULL RICH, as required for field elevation
Parking Brake	RELEASE
Instruments	CHECK

Line Up	
Transponder	CHECK / SET ALT
Runway	IDENTIFY
Landing Light	ON

Take-Off	
Cowl Flaps	CHECK OPEN
Take-Off Power	29,6 in Hg, 2.700 RPM
Power	SET TAKEOFF POWER (suitable for field-elevation)
Brakes	RELEASE
Airspeed-Indicator (<i>Vr 71, Vx 77 KIAS</i>)	CHECK for VR and rotate
Positive Climb Rate	PRESS BRAKES
Landing Gear	RETRACT
Airspeed (<i>Vy 96 KIAS</i>)	ESTABLISH DESIRED CLIMB SPEED

Climb	
Landing Light	OFF
Maximum continuous power:	2.700 RPM
Cruise climb power: (<i>Cruise Climb 107 KIAS</i>)	25 in Hg (or full throttle), 2.500 RPM
Engine Temperatures	MONITOR
Power	SET AS DESIRED
Mixture	SET FUEL FLOW according to table

Cruise	
Cowl Flaps	CLOSED
Power	SET AS DESIRED
Mixture	SET FUEL FLOW according to table

Descent	
Altimeter	SET
Cowl Flaps	CLOSED
Power	AS REQUIRED <i>avoid prolonged idle settings and low cylinder head temperatures</i>
Mixture	ENRICH AS REQUIRED

Before Landing	
Seat Belts and Shoulder Harnesses	SECURE
Seat Backs	UPRIGHT
Fuel Selector Valve	MOST FULL TANK
Cowl Flaps	OPEN
Mixture	FULL RICH (as required by field elevation)
Landing Gear (<i>below 154 KIAS</i>)	DOWN AND CHECKED, 3 GREEN
Landing Light	ON
Flaps	DOWN
Airspeed	ESTABLISHED LANDING APPROACH SPEED <i>Vref 0°/15°full): 80 / 75 / 70 KIAS</i>
Propeller	HIGH RPM

Balked Landing / Go Around	
Power	FULL FORWARD
Airspeed	70 KIAS
Positive Rate of Climb	CHECK
Flaps	SET 15°
Landing Gear	UP
Airspeed	77 KIAS
Flaps	UP

After Landing	
Landing Light	OFF
Taxi Light	ON
Flaps	UP
Trim	SET TO NEUTRAL

Transponder	STBY
Shutdown/Parking	
Brakes	SET
Taxi Light	OFF
Electrical Equipment	OFF
Avionic Master	OFF
Mixture	IDLE CUT OFF
Magneto/Start Switch	OFF
Rotating Beacon	OFF
Battery and Alternator Switch	OFF
Charterware	LOG FLIGHT
<i>place charterware-token on the left upper corner of the charterware-box</i>	
Control Lock (Gust-Lock)	INSTALL
Pitot Cover	INSTALL

75%				ISA - 20°C				ISA				ISA + 20°C				
Feet	IOAT	Engine Speed	Manifold	Fuel Flow	TAS	IOAT	Engine Speed	Manifold	Fuel Flow	TAS	IOAT	Engine Speed	Manifold	Fuel Flow	TAS	
0 ft	-5 °C	2500 RPM	23,9	15,2 gal/h	58,9 l/h	15 °C	2500 RPM	24,6	15,2 gal/h	58,9 l/h	163 kts	2500 RPM	25,1	15,2 gal/h	58,9 l/h	166 kts
1000 ft	-7 °C	2500 RPM	23,6	15,2 gal/h	58,9 l/h	13 °C	2500 RPM	24,3	15,2 gal/h	58,9 l/h	164 kts	2500 RPM	24,8	15,2 gal/h	58,9 l/h	168 kts
2000 ft	-9 °C	2500 RPM	23,4	15,2 gal/h	58,9 l/h	11 °C	2500 RPM	24,1	15,2 gal/h	58,9 l/h	166 kts	2500 RPM	24,6	15,2 gal/h	58,9 l/h	169 kts
3000 ft	-11 °C	2500 RPM	23,1	15,2 gal/h	58,9 l/h	9 °C	2500 RPM	23,8	15,2 gal/h	58,9 l/h	167 kts	2500 RPM	24,3	15,2 gal/h	58,9 l/h	171 kts
4000 ft	-13 °C	2500 RPM	22,8	15,2 gal/h	58,9 l/h	7 °C	2500 RPM	23,5	15,2 gal/h	58,9 l/h	169 kts	2500 RPM	24,0	15,2 gal/h	58,9 l/h	172 kts
5000 ft	-15 °C	2500 RPM	22,5	15,2 gal/h	58,9 l/h	5 °C	2500 RPM	23,2	15,2 gal/h	58,9 l/h	170 kts	2500 RPM	23,7	15,2 gal/h	58,9 l/h	173 kts
6000 ft	-17 °C	2500 RPM	22,2	15,2 gal/h	58,9 l/h	3 °C	2500 RPM	23,0	15,2 gal/h	58,9 l/h	172 kts	2500 RPM	23,5	15,0 gal/h	58,1 l/h	174 kts
7000 ft	-19 °C	2500 RPM	22,0	15,2 gal/h	58,9 l/h	1 °C	2500 RPM	22,6	15,0 gal/h	58,1 l/h	172 kts	2500 RPM	22,6	14,5 gal/h	56,2 l/h	172 kts
8000 ft	-21 °C	2500 RPM	21,7	14,9 gal/h	57,7 l/h	-1 °C	2500 RPM	21,7	14,4 gal/h	55,8 l/h	170 kts	2500 RPM	21,7	13,9 gal/h	53,9 l/h	171 kts
9000 ft	-23 °C	2500 RPM	20,8	14,4 gal/h	55,8 l/h	-3 °C	2500 RPM	20,8	14,0 gal/h	54,3 l/h	168 kts	2500 RPM	20,8	13,5 gal/h	52,3 l/h	170 kts
10000 ft	-25 °C	2500 RPM	20,0	14,0 gal/h	54,3 l/h	-5 °C	2500 RPM	20,0	13,5 gal/h	52,3 l/h	168 kts	2500 RPM	20,0	13,1 gal/h	50,8 l/h	168 kts
11000 ft	-27 °C	2500 RPM	19,2	13,5 gal/h	52,3 l/h	-7 °C	2500 RPM	19,2	13,1 gal/h	50,8 l/h	167 kts	2500 RPM	19,2	12,6 gal/h	48,8 l/h	167 kts
12000 ft	-29 °C	2500 RPM	18,3	13,0 gal/h	50,4 l/h	-9 °C	2500 RPM	18,3	12,6 gal/h	48,8 l/h	165 kts	2500 RPM	18,3	12,2 gal/h	47,3 l/h	165 kts
13000 ft	-31 °C	2500 RPM	17,6	12,6 gal/h	48,8 l/h	-11 °C	2500 RPM	17,6	12,2 gal/h	47,3 l/h	164 kts	2500 RPM	17,6	11,8 gal/h	45,7 l/h	163 kts
14000 ft	-33 °C	2500 RPM	16,8	12,2 gal/h	47,3 l/h	-13 °C	2500 RPM	16,8	11,8 gal/h	45,7 l/h	162 kts	2500 RPM	16,8	11,4 gal/h	44,2 l/h	162 kts
15000 ft	-35 °C	2500 RPM	16,1	11,7 gal/h	45,3 l/h	-15 °C	2500 RPM	16,1	11,4 gal/h	44,2 l/h	160 kts	2500 RPM	16,1	11,0 gal/h	42,6 l/h	159 kts
16000 ft	-37 °C	2500 RPM	15,5	11,4 gal/h	44,2 l/h	-17 °C	2500 RPM	15,4	11,0 gal/h	42,6 l/h	158 kts	2500 RPM	15,4	10,8 gal/h	41,9 l/h	156 kts

Full Throttle

ISA - 20°C				ISA				ISA + 20°C								
65%	IOAT	Engine Speed	Manifold	Fuel Flow	TAS	IOAT	Engine Speed	Manifold	Fuel Flow	TAS	IOAT	Engine Speed	Manifold	Fuel Flow	TAS	
0 ft	-5 °C	2300 RPM	23,3	13,3 gal/h	51,5 /h	150 kts	15 °C	2300 RPM	23,9	13,3 gal/h	51,5 /h	154 kts	24,5	13,3 gal/h	51,5 /h	156 kts
1000 ft	-7 °C	2300 RPM	23,1	13,3 gal/h	51,5 /h	152 kts	13 °C	2300 RPM	23,6	13,3 gal/h	51,5 /h	155 kts	24,2	13,3 gal/h	51,5 /h	158 kts
2000 ft	-9 °C	2300 RPM	22,8	13,3 gal/h	51,5 /h	153 kts	11 °C	2300 RPM	23,4	13,3 gal/h	51,5 /h	156 kts	24,0	13,3 gal/h	51,5 /h	159 kts
3000 ft	-11 °C	2300 RPM	22,5	13,3 gal/h	51,5 /h	154 kts	9 °C	2300 RPM	23,1	13,3 gal/h	51,5 /h	157 kts	23,7	13,3 gal/h	51,5 /h	160 kts
4000 ft	-13 °C	2300 RPM	22,3	13,3 gal/h	51,5 /h	155 kts	7 °C	2300 RPM	22,9	13,3 gal/h	51,5 /h	159 kts	23,5	13,3 gal/h	51,5 /h	161 kts
5000 ft	-15 °C	2300 RPM	22,0	13,3 gal/h	51,5 /h	157 kts	5 °C	2300 RPM	22,6	13,3 gal/h	51,5 /h	160 kts	23,2	13,3 gal/h	51,5 /h	163 kts
6000 ft	-17 °C	2300 RPM	21,8	13,3 gal/h	51,5 /h	158 kts	3 °C	2300 RPM	22,4	13,3 gal/h	51,5 /h	161 kts	23,0	13,3 gal/h	51,5 /h	164 kts
7000 ft	-19 °C	2300 RPM	21,5	13,3 gal/h	51,5 /h	159 kts	1 °C	2300 RPM	22,1	13,3 gal/h	51,5 /h	162 kts	22,8	13,3 gal/h	51,5 /h	164 kts
8000 ft	-21 °C	2300 RPM	21,3	13,3 gal/h	51,5 /h	160 kts	-1 °C	2300 RPM	21,7	13,3 gal/h	51,5 /h	163 kts	22,6	13,3 gal/h	51,5 /h	164 kts
9000 ft	-23 °C	2300 RPM	20,9	13,0 gal/h	50,4 /h	160 kts	-3 °C	2300 RPM	20,8	12,7 gal/h	49,2 /h	161 kts	21,7	12,7 gal/h	49,2 /h	163 kts
10000 ft	-25 °C	2300 RPM	20,0	12,7 gal/h	49,2 /h	159 kts	-5 °C	2300 RPM	20,0	12,3 gal/h	47,7 /h	160 kts	20,8	12,3 gal/h	47,7 /h	161 kts
11000 ft	-27 °C	2300 RPM	19,2	12,3 gal/h	47,7 /h	158 kts	-7 °C	2300 RPM	19,2	11,9 gal/h	46,1 /h	158 kts	20,0	11,9 gal/h	46,1 /h	159 kts
12000 ft	-29 °C	2300 RPM	18,4	11,9 gal/h	46,1 /h	157 kts	-9 °C	2300 RPM	18,3	11,5 gal/h	44,6 /h	157 kts	19,2	11,5 gal/h	44,6 /h	156 kts
13000 ft	-31 °C	2300 RPM	17,6	11,5 gal/h	44,6 /h	155 kts	-11 °C	2300 RPM	17,6	11,1 gal/h	43,0 /h	155 kts	18,3	11,1 gal/h	43,0 /h	156 kts
14000 ft	-33 °C	2300 RPM	16,9	11,1 gal/h	43,0 /h	153 kts	-13 °C	2300 RPM	16,8	10,7 gal/h	41,5 /h	152 kts	17,6	10,8 gal/h	41,9 /h	153 kts
15000 ft	-35 °C	2300 RPM	16,1	10,7 gal/h	41,5 /h	151 kts	-15 °C	2300 RPM	16,1	10,4 gal/h	40,3 /h	150 kts	16,8	10,4 gal/h	40,3 /h	151 kts
16000 ft	-37 °C	2300 RPM	15,5	10,3 gal/h	39,9 /h	148 kts	-17 °C	2300 RPM	15,4	10,0 gal/h	38,8 /h	147 kts	16,1	10,0 gal/h	38,8 /h	147 kts
Full Throttle																

EMERGENCY CHECKLIST

EMERGENCY AIRSPEEDS

Emergency Descent.....154 KIAS
 Glide105 KIAS
 Landing without Engine.....83 KIAS

ENGINE FAILURE

During Take-Off Grund. Roll.....	Page 2
After Liftoff and in Flight.....	Page 2
Engine Discrepancy Checks	
Rough Running Engine.....	Page 2
Loss of Engine.....	Page 3
Air Start Procedure.....	Page 3
Engine Fire	
In Flight.....	Page 4
On Ground.....	Page 4
Maximum Glide Configuration.....	Page 4
Emergency Descent.....	Page 4
Landing Emergencies	
Landing without Power.....	Page 5
Landing Gear retracted.....	Page 5
System Emergencies	
Propeller Overspeed.....	Page 5
Alternator Fail.....	Page 6
Starter voltage.....	Page 6
Unscheduled Electric Elevator Trim.....	Page 7
Landing Gear Manual Extension.....	Page 7
Landing Gear Retraction after Man.Exten.....	Page 7
Induction Air System Blockage.....	Page 8
Emergency Static Air System (Alternate Air).....	Page 8

ENGINE FAILURE during TO Ground Roll

- | | | | |
|---|---------------------------|---------|---|
| 1 | Throttle | CLOSED | 1 |
| 2 | Braking | MAXIMUM | 2 |
| 3 | Fuel Selector Valve | OFF | 3 |
| 4 | Bat & Gen Switch..... | OFF | 4 |

ENGINE FAILURE after Liftoff + in Flight

- | | | | |
|---|--------------------------|----------------------------------|---|
| 1 | Fuel Selector Valve..... | SELECT OTHER TANK | 1 |
| 2 | Auxiliary Fuel Pump..... | ON | 2 |
| 3 | Mixture..... | FULL RICH, then LEAN as required | 3 |
| 4 | Magnetos..... | CHECK LEFT and RIGHT | 4 |
| 5 | Magnetos..... | BOTH | 5 |

• IF No Restart

- | | | |
|---|---|---|
| 1 | Select most favorable landing site | 1 |
| 2 | See EMERGENCY LANDING Procedure | 2 |
| 3 | The use of landing gear is dependent on the terrain where landing must be made. | 3 |

ROUGH RUNNING ENGINE

- | | | | |
|---|----------------|----------------------------------|---|
| 1 | Mixture | FULL RICH, then LEAN as required | 1 |
| 2 | Magnetos | CHECK LEFT and RIGHT | 2 |
| 3 | Magnetos..... | BOTH | 3 |

LOSS OF ENGINE POWER

- 1 Fuel Flow GageCHECK 1
 - *IF Fuel flow is abnormal low:*
 - a MixtureFULL RICH a
 - b Auxiliary Fuel PumpON b
(Lean as required)
 - *IF performance does not improve in a few moments:*
 - c Auxiliary Fuel PumpOFF c
- 1 Fuel Quantity Indicator.....CHECK 1
(for fuel supply in tank being used)
 - *IF tank being used is empty:*
 - a Fuel SelectorSELECT OTHER TANK a

AIR START PROCEDURE

- 1 Fuel Tank Selector.....FULLER TANK 1
- 2 Throttle RETARD 2
- 3 Mixture FULL RICH 3
- 4 Auxiliary Fuel pump..... ON 4
until power is regained, thenOFF
- 5 Throttle ADCANCE to desired power 5
- 6 MixtureLEAN as required 6

ENGINE FIRE in Flight

- 1 Firewall Air Control.....PULL TO CLOSE 1
- 2 MixtureIDLE CUT OF 2
- 3 Fuel tank selector OFF 3
- 4 Bat & Gen Switches..... OFF 4
(extending the Landing Gear can be accomplished manually if desired)
- 4 DO NOT ATTEMPT TO RESTART ENGINE 4

ENGINE FIRE on Ground

- 1 Mixture.....IDLE CUT-OFF 1
- 2 Fuel Tank Selector.....OFF 2
- 3 Bat/Gen/Magenta Switch..... OFF 3
- 4 Extinguish with Fire Extinguisher 4

MAXIMUM GLIDE CONFIGURATION

- 1 Landing Gear.....UP 1
- 2 Flaps.....UP 2
- 3 Cowl Flaps..... CLOSED 3
- 4 PropellerPULL for LOW RPM 4
- 5 Airspeed105 KIAS 5

Glide Distance is ~ 1.7 NM / 1000 ft

EMERGENCY DESCENT

- 1 Power.....IDLE 1
- 2 PropellerHIGH RPM 2
- 3 Landing Gear..... DOWN 3
- 4 Airspeedmax. 154 KIAS 4

LANDING without Power

- 1 Airspeed.....83 KIAS 1
- 2 Fuel tank selector..... OFF 2
- 3 Mixture.....IDLE CUT-OFF 3
- 4 Magnetos OFF 4
- 5 Flaps AS REQUIRED 5
- 6 Landing GearUP or DOWN 6
DEPENDING ON TERRAIN
- 7 Bat & Gen Switch OFF 7

LANDING with Power (LDG retracted)

If possible, choose firm sod or foamed runway. Make a normal approach, using flaps as necessary. when you are sure of making the selected landing spot:

- 1 Throttle.....IDLE 1
- 2 Mixture..... IDLE CUT-OFF 2
- 3 Bat & Gen Switch OFF 3
- 4 Fuel tank selector..... OFF 4
- 5 Keep wings level during touchdown 5
- 6 Get clear of the airplane as soon as possible 6
after it stops.

PROPELLER Overspeed

- 1 ThrottleRETARD TO RPM RED LINE 1
- 2 Airspeed REDUCE 2
- 3 Oil Pressure.....CHECK 3

WARNING: If oil pressure was the cause of overspeed, the engine will seize after a short period of operation

- 4 LAND on NEAREST SUITABLE SITE and follow 4
LANDING EMERGENCIAS procedures

ALTERNATOR FAIL

Alternator Warning Light indication

- IF Ampermeter does *not* show DISCHARGED: the Alternator warning light has a failure. No further action required.
- IF Ampermeter shows DISCHARGED:
 - a Gen Switch.....OFF then ON a
(this resets the Gen. Relay)
 - IF Warning light disappears:
 - a Gen Switch.....CHECK ON a
 - b No further action required b
 - IF Warning light does not disappears:
 - a Gen Switch.....OFF a
 - b Nonessential ConumersOFF b
 - c Land asap c

STARTER under voltage

Warning Light indication

- IF on Ground:
 - a Bat & Gen Switch.....OFF a
 - b Do not try to start again b
- IF in the air, after a restart attempt in the air:
 - a Bat & Gen Switch.....OFF a
 - b Land asap b

UNSCHEDULED ELECTRIC ELEVATOR TRIM

- 1 Airplane Attitude.....MAINTAIN using elevator 1
- 2 Trim Switch on Control WheelOPPOSITE 2
DIRECTION
- 3 Trim ON-OFF Switch..... OFF 3
- 4 Elevator Control Wheel.....RETRIM as required 4
- 5 Do not attempt to operate the electr. trim sy- 5
stem until the cause of the malfunction has
been determined and corrected.

LANDING GEAR Manual Extension

- 1 AirspeedREDUCE as required 1
- 2 LDG Circuit Breaker.....PULL OUT 2
- 3 LDG Handle.....DOWN Position 3
- 4 Handrack Handle Cover..... REMOVE 4
- 5 Handrack.....ENGAGE 5
and TURN CCW (~50 turns)
- 6 LDG LightCHECK 3 GREEN 6
- 7 HandrackDISENGAGE 7

LANDING GEAR Retraction after manual Ext.

- 1 HandrackCHECK STOWED 1
- 2 LDG Circuit Breaker.....PUSH IN 2
- 3 LDG Handle.....UP Position (retract) 3

INDUCTION AIR System Blockage

If the alternate induction air door becomes stuck in the closed position, it can be opened by PULLING AND RELEASING THE T-HANDLE located directly below the propeller control knob.
"ALTERNATE AIR PULL AND RELEASE"

EMERGENCY STATIC AIR Source Sytem

- 1 Emerg.Static Source.....ON 1
- 2 For Airspeed Calibration and Altimeter 2
Correction, refer to PERFORMANCE section.