

PIPER AZTEC
PA-23-250

INTRODUCTION

FAA Order JO 7340.2C, 9 February 2012, changed the designation of the PA-23-250 AZTEC to the PA-27 AZTEC for flight plan filing. The PA-23 designation now refers to the Piper APACHE.

This revision to the PA-23-250, Piper Pilot Operating Manual normal operating procedures is to incorporate MacAir Aero Club procedures and to provide a smoother flow of events.

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NORMAL PROCEDURES

GENERAL

This section describes the recommended procedures for the conduct of normal operations for the Piper Aztec. All of the required (FAA Regulations) procedures and those necessary for operation of the airplane as determined by the operating and design features of the airplane are presented.

These procedures are provided to present a source of reference and review and to supply information on procedures which are not the same for all aircraft. Pilots should familiarize themselves with the procedures given in this section in order to become proficient in the normal operations of the airplane.

This document provides a short form checklist which supplies an action sequence for normal operations with little emphasis on the operation or the systems. Consult the Pilot Operating Manual for an expanded discussion of specific items from this checklist.

AIRSPEED LIMITATIONS

The following airspeeds are those which are significant to the operation of the airplane. These figures are for standard airplanes flown at gross weight under standard conditions at sea level.

Performance for a specific airplane may vary from published figures depending upon the equipment installed; the condition of the engine, airplane and equipment; atmospheric conditions and piloting technique.

KEY AIRSPEEDS	MPH
V _{NE}	249
V _{NO}	198
V _{LO/LE}	150
V _A (5200# MGW)	149
Single Engine Cruise	138
V _{FE} Quarter Flaps	160
Half Flaps	140
Full Flaps	125
V _Y	120
Cruise Climb	135
V _X	107
V _{YSE}	102
V _{XSE}	97
V _R	85
V _{MC}	80
V _{S1}	76
V _{S0}	70

PREPARATION

1. Airplane Status.....Airworthy, papers on board
2. Weather Suitable
3. BaggageWeighed, stowed, tied
4. Weight and C.G. Within Envelope
5. NavigationPlanned
6. Charts and Navigation equipment..... On Board
7. Performance & Range Computed & Safe

PREFLIGHT CHECK COCKPIT INSPECTION

1. Certificates/Documents CHECK
2. If Seat Belt is Secure ControlsDISCONNECT
3. Ignition and master switches..... OFF
4. Gear Selector.....NEUTRAL
5. Cowl Flaps OPEN
6. Circuit BreakersIN
7. Master Switch ON
8. Flap Handle DOWN
9. FlapsPUMP DOWN
10. Pressure Crossfeed OFF
11. Janitrol Heater Fuel OFF(CLOCKWISE)
12. Heater Temperature Switch OFF
13. Fuel Quantity (All Tanks)CHECK GAUGES
14. Pitot Heat...ON (CHECK AMMETER DEFLECTION)
15. Exterior Lights ON
16. Walk Around CHECK LIGHTS/PITOT HEAT
17. Pitot Heat OFF
18. Exterior Lights OFF
19. Master Switch OFF

EXTERIOR CHECK

1. Windshield **FROST/RAIN REMOVE**
2. Right Wing and Flight Controls CHECK
3. Right Wing Fuel CHECK
4. Right Engine Area CHECK
5. Right Main Gear CHECK
6. Right Propeller CHECK
7. Right Engine Oil Quantity CHECK (9 Qts Min)
8. Right Fuel Sumps DRAINED
9. Nose Baggage Door CHECK/LOCKED
10. Nose Gear CHECK
11. Left Fuel Sumps DRAINED
12. Left Engine Oil Quantity CHECK (9 Qts Min)
13. Left Propeller CHECK
14. Left Main CHECK
15. Left Engine Area CHECK
16. Pitot Tube and Static Port CHECK
17. Left Wing Fuel CHECK
18. Left Wing and Flight Controls CHECK
19. Left Fuselage CHECK
20. (Security, Vent, Lightning Tape) CHECK
21. Tail Section CHECK
22. Right Fuselage CHECK
23. Rear Baggage Door CHECK/LOCKED

BEFORE STARTING ENGINES:

1. Preflight Inspection **COMPLETE**
2. Baggage **SECURE**
3. Cabin Door **LOCKED**
4. Seats and Seat Belts ... **ADJUSTED AND SECURE**
5. Parking Brake **SET**
6. Flight Controls **FREE AND CORRECT**
7. Fuel Valves **INBOARD TANKS**
8. Pressure Crossfeed Switch..... **OFF**
9. Circuit Breakers**CHECK**
10. Left/Right Alternator Switches..... **ON**
11. Electrical Switches..... **OFF**
12. Gear Handle **NEUTRAL**
13. Alternate Air **IN**
14. Propeller Controls **FORWARD**
15. Mixtures **CUTOFF**

STARTING ENGINES WHEN COLD:

1. Cowl Flaps OPEN
2. Master Switch ON
3. Anti-Collision and Nav Lights ON/AS REQUIRED
4. Landing Gear Lights GREEN
5. Alternator Inoperative Lights ON
6. Throttle Controls OPEN 1/2 INCH
7. Propeller Controls FORWARD
8. Magneto Switches ON
9. Left Electric Fuel Pump ON
10. Left Mixture Control . **FULL RICH FOR 3 SECONDS**
..... **THEN IDLE/CUTOFF**
11. Left Fuel Pump OFF
12. Left Propeller CLEAR
13. Left Starter ENGAGE
14. Left Mixture Control **ADVANCE ON START**
If an engine does not start within 5-10 seconds,
disengage starter and reprime.
15. Left Oil Pressure **GREEN (<30 SECONDS)**
16. Left Alternator Inop Light OFF
Repeat Steps 9 Through 16 For the Right Engine
17. Suction Gauge **4.8-5.2 Inches**
18. Electrical Switches, PFD, and Avionics
..... **ON/AS REQUIRED**

STARTING AN ENGINE WHEN HOT

Same as "Starting Engine When Cold" except do not prime engine and fuel pumps ON.

STARTING AN ENGINE WHEN FLOODED

Same as starting an engine when hot except throttle should be full open until engine starts, then mixture to rich and throttle idle.

BEFORE TAXIING:

1. Flaps **UP**
2. Avionics **ON**
3. Radios..... **SET**
4. ATIS/ASOS/AWOS Info Received
5. Heater/Defroster As Desired
6. Attitude Indicator/HSI/Altimeter/Clock/GPS **SET**
7. Right Alternator Switch **OFF**
8. Left Alternator Check Output
9. Right Alternator Switch **ON**

Repeat Steps 7-9 For Left Alternator

10. Trim Tabs..... **SET**
11. Exterior Lights As Required
12. Parking Brake Release

TAXIING:

1. Brakes..... Check
2. Flight Instruments Check

ENGINE RUNUP:

1. Nose Gear..... **STRAIGHT**
2. Parking Brake **AS REQUIRED**
3. Pressure Crossfeed **OFF**
4. Fuel Valves **OUTBOARD TANKS**
5. Mixture Controls **FORWARD**
6. Propeller Controls **FORWARD**
7. Engine Propeller Systems Check ... **EACH ENGINE**
 - a. Throttles **2200**
 - b. Engine Gauges and Fuel Flow ... **WITHIN LIMITS**
 - c. Propeller **FEATHER**
(500 RPM Max Decrease)
 - d. Magnetos..... **CHECK**
..... **(Max Drop 175, Max Diff 50)**
..... **CHECK**
 - e. Alternate Air..... **CHECK**
 - f. Throttles..... **1000**
8. Alternator Output & Ammeter Indications.... **CHECK**

BEFORE TAKEOFF:

1. Seats..... **SECURED**
2. Seat Belts and Shoulder Harnesses **SECURE**
3. Avionics **SET**
4. Elevator and Rudder Trim **SET AND CHECK**
5. Manual Hydraulic Pump Handle..... **EXTEND**
6. Propeller Controls **FORWARD**
7. Mixture Controls..... **FORWARD**
8. Fuel Valves **AS REQUIRED**
9. Electric Fuel Pumps **ON**
10. Engine Gauges **GREEN**
11. Alternators..... **BOTH ON**
12. Quadrant Friction **Set**

13. Alternate Air **BOTH OFF**
 14. Cowl Flaps **BOTH OPEN**
 15. Flight Controls..... **FREE & CORRECT**
 16. Trim..... **SET**
 17. Flaps **UP**
 18. Door & Window **SECURE**
 19. Defrost/Vent Levers **AS DESIRED**
 20. *Janitrol Heater (If Required)*
 Janitrol Fuel Knob
 *Rotate Counter-Clockwise to Open*
 *Heater Temperature Switch Set Temp As Desired*
 21. Landing/Taxi Light/Strobes **ON**
 22. Transponder..... **ALT**
 23. Pitot Heat **AS REQUIRED**
 24. Takeoff Briefing..... **ACCOMPLISHED**

LINEUP CHECK:

1. Attitude Indicator/HSI Heading Bug.....**SET**
 2. Transponder.....**ALT**

NORMAL TAKEOFF:

1. Runway Centerline..... **ALIGNED**
2. Brakes..... **HOLD**
3. Throttle Controls **2200 RPM**
4. Engine Instruments**CHECK**
5. Brakes..... **RELEASE**
6. Throttle Controls**FULL FORWARD**
7. Rotate ($V_{mc}+5$) **85 MPH**
8. Accelerate to V_y **102 MPH**
9. Landing Gear (Positive Climb Rate)..... **RETRACT**
10. Clear of Obstacles (Accelerate to Normal Climb)
..... **120 MPH**
11. Adjust Power (>500' AGL) **MP 26"/2500 RPM**
12. Cowl Flaps.....**AS REQUIRED**

SHORT FIELD TAKEOFF:

1. Flaps **UP**
2. Throttles **Advance While Holding Brakes**
3. Engine Instruments **CHECK**
4. Brakes..... **Release**
5. Power and airspeed**Check**
6. Rotate **80 MPH**
7. Airspeed..... **Approximately 97 MPH at 50'**
8. Gear..... **UP**, with positive rate of climb
.....**and when runway landing not available**
9. Airspeed (Obstacles) **V_x (107 MPH at SL)**
(No Obstacles) **V_y (120 MPH at SL)**

CLIMB CHECK:

1. Climb Power.....**MP 26" / 2500 RPM**
2. Engine Instruments**Check**
3. Cowl Flaps **As required**
4. Fuel Pumps (> 1,000' AGL) ..**OFF, INDIVIDUALLY**
4. Set Climb airspeed..... **Vy: 120 MPH**
.....**Cruise Climb: 135 MPH**
6. Landing Light**OFF**
7. Manual Hydraulic Pump Handle.... **RETRACT/LOCK**

CRUISE CHECK:

1. Power..... **SET**
2. Cowl Flaps**AS REQUIRED**
3. Propellers..... **SYNCHRONIZE**
4. Mixtures **LEAN AS REQUIRED**
5. Manual Hydraulic Pump Handle..... **LOCKED**
6. Electric Fuel Pump(s)..... **OFF**
7. Landing Light **OFF**
8. Pitot Heat**AS REQUIRED**
9. Engine Instruments **CHECK & MONITOR**

CAUTION

**IMPROPER LEANING TECHNIQUES CAN REDUCE
ENDURANCE AND/OR DAMAGE THE ENGINE**

LEANING TO BEST POWER: EDM-760

MacAir only authorizes leaning to Best Power/Rich of Peak in this aircraft.

1. Set RPM and MP for cruise flight (55-75% power) IAW the POH
2. Pre-lean the mixture to approximately 50°F Rich of Peak on any cylinder (~ 1370°F)
3. Wait one minute
4. Tap the LF button
 - The current mode should say LEANR (Lean to Rich of Peak)
 - If the display says LEANL (Lean to Lean of Peak), press/hold both STEP and LF to change to LEANR mode)
5. Lean mixture slowly (approximately 10°F per second)
 - A dot will appear above the hottest cylinder when the Lean Find mode becomes active
6. Stop leaning when a full column begins flashing
 - You will see LEANEST for two seconds
 - Note peak EGT is displayed for flashing cylinder
7. If you press LF, peak EGT will be displayed
8. Slowly enrichen mixture; EGT will decrease; stop enriching mixture when EGT reaches 100°F rich of peak (lower than peak EGT)
9. Tap STEP to resume scanning or LF button (once) to return to inverted bar graph
10. Tapping LF a second time will restart the leaning process

DESCENT CHECK:

1. ATIS/ASOS/AWOS **Received**
2. Altimeter..... **SET**
3. Throttles..... **AS REQUIRED**
4. Mixtures **SET**
5. Propellers..... **AS REQUIRED**
6. Fuel Valves **AS REQUIRED**
7. Electric Fuel Pumps **ON**
8. Landing Light **ON**
9. Pitot Heat **AS REQUIRED**
10. Cowl Flaps..... **AS REQUIRED**
11. Avionics **CONFIGURED FOR ARRIVAL**
12. Approach Briefing..... **COMPLETE**
13. Seats **ERECT AND SECURE**

BEFORE LANDING:

1. Seat Belts & Shoulder Harnesses..... **SECURE**
2. Landing/Taxi Lights **ON**
3. Fuel Valves **FULLEST TANKS**
4. Electric Fuel Pumps **ON**
5. Mixtures **FULL RICH**
6. Propellers..... **2400 RPM**
7. Cowl Flaps **As Required**
8. **Heater Temperature Switch**
(If Heater Used and Landing) FAN
9. Wing Flaps $\frac{1}{4}$ **160 MPH**
..... $\frac{1}{2}$ **140 MPH**
..... **Full 125 MPH**
10. Landing Gear (Below 150) **DOWN**

LANDING CHECK SHORT FINAL:

1. Gear Recheck **DOWN**
2. Propellers **FULL FORWARD**
3. Airspeed (V_{REF}) **102 MPH**
4. Airspeed (Crossing Threshold) **90-95 MPH**

GO-AROUND:

1. Throttles **HALF FORWARD**
2. Throttles (Engines Stabilized) **FULL FORWARD**
3. Propellers **FULL FORWARD**
4. Mixtures **AS REQUIRED**
5. Alternate Air **OFF**
6. Airspeed (Accelerate to V_y) **120 MPH**
7. Flaps **UP** in increments
8. Gear **UP**, with positive rate of climb
9. Cowl Flaps As Required

AFTER LANDING ONCE CLEAR OF RUNWAY

1. Radios/Transponder As Required
2. Landing/Taxi Lights As Required
3. Wing Flaps (Confirm Handle) **UP**
4. Pitot Heat **OFF**
5. Fuel Pumps **OFF**
6. Heater Temperature Switch (If Used) **FAN**
7. Janitrol Fuel Knob (If Used) **OFF (Full CW)**
8. Alternate Air **OFF**
9. Cowl Flaps **OPEN**
10. Elevator and Rudder Trim **NEUTRAL**

ENGINE SHUTDOWN:

1. Nose Wheel **Centered**
2. Avionics **OFF**
3. Heater Temperature Switch (If Used) **OFF**
4. Throttles **1000 RPM**
5. Mixtures **IDLE CUT-OFF**
6. Magnetos **OFF WHEN PROP STOPS**
7. Exterior Lights **OFF**
8. Heater Temperature Switch **OFF**
9. Master Switch **OFF**

Piper Aztec PA-27

EMERGENCY PROCEDURES

THE URGENCY OF CERTAIN EMERGENCIES REQUIRE IMMEDIATE & INSTINCTIVE ACTION BY THE PILOT. THE MOST IMPORTANT SINGLE CONSIDERATION IS AIRCRAFT CONTROL. ALL PROCEDURES ARE SUBORDINATE TO THIS REQUIREMENT.

SPEEDS

Minimum Control.....	80 MPH
Best Single Engine Angle of Climb	97 MPH
Best Single Engine Rate of Climb	102 MPH
Maneuvering Speed (5200 lbs).....	149 MPH
Never Exceed Speed.....	249 MPH

GROUND EMERGENCIES

ENGINE FIRE DURING START

Starter	ENGAGE
Throttle.....	OPEN
Mixture	IDLE/CUTOFF
Electric Fuel Pump.....	OFF
Fuel Valve	OFF

Magnetos	OFF
Radio	Call for assistance
Master.....	OFF
Abandon aircraft.....	Use fire extinguisher

TAKEOFF EMERGENCIES

ABORTED TAKEOFF

Throttles.....	CLOSE
Land	STRAIGHT AHEAD
Brakes	APPLY

Apply brakes to maintain directional control and maneuver to avoid any obstacles.

ENGINE MALFUNCTION AFTER TAKEOFF
(TAKEOFF CONTINUED)

Pitch Vyse
 Throttles..... FULL FORWARD
 Propellers FULL FORWARD
 Mixtures FULL FORWARD
 Inoperative Engine IDENTIFY
 Throttle (Inoperative Engine) VERIFY
 Propeller (Inoperative Engine) FEATHER

WARNING

**FAILURE OF THE LEFT ENGINE WILL RESULT IN
LOSS OF HYDRAULICS FOR GEAR / FLAP
RETRACTION. USE MANUAL HYDRAULIC PUMP.**

Flaps UP
 Gear UP
 Fuel Pump (Inoperative Engine) OFF
 Cowl Flaps (Inoperative Engine) CLOSED
 Trim..... Bank 5° towards operative engine
 Climb..... Straight ahead
 Operative Engine Monitor
Refer to ENGINE SECURING/FEATHERING Checklist

WARNING

**AVOID OBSTACLES AND ATTAIN SUFFICIENT ALTITUDE
TO EXECUTE A SINGLE ENGINE LANDING APPROACH**

LAND AS SOON AS PRACTICAL
AT THE NEAREST SUITABLE AIRPORT

IN-FLIGHT EMERGENCIES

ENGINE SECURING/FEATHERING PROCEDURE

Inoperative Engine	IDENTIFY
Throttle	VERIFY
Propeller	FEATHER

Mixture	IDLE CUT-OFF
Cowl Flap, Inoperative Engine	Closed
Magneto Switches, Inoperative Engine	OFF
Fuel Pump, Inoperative Engine	OFF
Fuel Valve, Inoperative Engine	OFF
Alternator Switch, Inoperative Engine	OFF
Electrical Load	Reduce
Pressure Cross-feed	Consider

LAND AS SOON AS PRACTICAL
AT THE NEAREST SUITABLE AIRPORT

ENGINE RESTART/UNFEATHERING DURING FLIGHT

Fuel Valve	ON, Cross-feed as Required
Magneto	ON
Electric Fuel Pump	OFF
Throttle	Open ½ inch
Mixture	FULL FORWARD
Propeller	FULL FORWARD
Starter	Engage until propeller un-feathers
Throttle	15 inches MAP, 2000 RPM until warm
Engine Instruments	Check
If engine does not start, prime by turning electric fuel pump ON for 3 seconds of fuel flow, then OFF . Engage starter again.	
Alternator	ON
Engine	SYNCHRONIZE (>200° F)
Cowl Flap	AS REQUIRED

ENGINE FAILURE DURING FLIGHT

Inoperative Engine **IDENTIFY**
 Power (Affected Engine)..... **As Required**
 Mixture (Affected Engine)..... **As Required**
 Flaps (Affected Engine) **UP**
 Gear **UP**
 Fuel Pump (Affected Engine) **ON**
 Engine Gauges **Check for failure**

If Unable to Restart:

Inoperative Engine Secure Using Checklist

Power (operative engine)..... As required
 Mixture (operative engine) Adjust
 Fuel Quantity (operative engine side) Sufficient
 Fuel Pump (operative engine)..... As required
 Cowl Flap (operative engine) As required
 Engine Instruments (operative engine) Monitor
 Electrical Load Adjust

LAND AS SOON AS PRACTICAL
AT THE NEAREST SUITABLE AIRPORT

ENGINE ROUGHNESS

Fuel Pump **ON**
 Engine Instruments Scan for cause
 Mixture Adjust, as required
 Alternate Air Check
 Cowl Flaps Adjust for proper CHT
 Magnetos Check
 Engine Shutdown..... Consider

ENGINE FIRE IN FLIGHT

Fuel Valve (Affected Engine)..... OFF
Mixture (Affected Engine)..... IDLE/CUT-OFF
Electric Fuel Pump (Affected Engine) OFF
Inoperative Engine FEATHER before 1000 RPM
Inoperative Engine Secure

Operative Engine Power as Required
 Drag Reduce
 Alternator (Inoperative Engine) **OFF**
 Magneto Switches (Inoperative Engine) **OFF**
 Electrical load Reduce

WARNING

**IF FIRE PERSISTS, CONSIDER INCREASING AIRSPEED AS
 MUCH AS POSSIBLE IN AN ATTEMPT TO BLOW OUT THE
 FIRE.
LAND AT THE NEAREST SUITABLE AIRPORT.**

ELECTRICAL SYSTEM EMERGENCIES**ALTERNATOR FAILURE**

Electrical loads..... **REDUCE**
 Master Switch (Affected Side)..... **OFF**
 Circuit Breakers **CHECK/RESET IF REQUIRED**
 Master Switch **ON**

If Alternator “Inop” Light Goes Out

Electrical Load **REINSTATE**
Flight **Continue**

**If Alternator “Inop” Light Remains ON or Alternator
Circuit Breaker is Popped**

Master Switch (Affected Side)..... **OFF**
 Flight..... **CONTINUE**

If output normal and failure light remains on:

Electrical failure indication **Disregard**
 Failure indication..... **Checked after landing**

If complete loss of alternator output occurs

Alternator Circuit Breakers..... **OFF**
 Master Switches..... **ON**

Land As Soon As Possible

FUEL SYSTEM EMERGENCIES

FLUCTUATING FUEL PRESSURE

Mixture RICH
 Fuel Pump ON
 Mixture Lever As Required

FUEL CROSSFEED

To use fuel from side opposite operating engine

Pressure Crossfeed ON
 Fuel Valve – Inoperative Engine INBD/OUTBD
 Electric Fuel Pump – Inoperative Engine ON
 Fuel Valve – Operating Engine OFF
 Electric Fuel Pump – Operating Engine OFF

To Return to Fuel Normal Operations

Fuel Valve – Operating Engine INBD/OUTBD
 Electric Fuel Pump – Operating Engine ON
 Electric Fuel Pump – Inoperative Engine OFF
 Pressure Crossfeed OFF
 Fuel Valve – Inoperative Engine OFF
 Electric Fuel Pump – Operating Engine OFF

Before Landing

Fuel Valve – Operating Engine INBD/OUTBD
 Pressure Crossfeed OFF
 Electric Fuel Pump – Operating Engine ON
 Fuel Valve – Inoperative Engine OFF
 Electric Fuel Pump – Inoperative Engine OFF

LANDING EMERGENCIES

SINGLE ENGINE LANDING

Inoperative Engine SECURE
Airspeed 102 MPH, until landing is assured
Gear DOWN
Flaps As Required
Alternate Air As Required

Seat Belts Secure
Electric Fuel Pump (Operating Engine) ON
Fuel Quantity CHECK
Cowl Flap (operative engine) As Required

SINGLE ENGINE GO-AROUND

Power FULL THROTTLE
Airspeed 102 MPH
Flaps RETRACT to 1/4
Gear (With Positive Climb) UP
Flaps (Safe Altitude) UP
Cowl Flaps (Operating Engine) OPEN

UNSAFE LANDING GEAR INDICATION

Landing Gear Handle DOWN
If All Landing Gear Indicator Lights Out
Panel Lights Switch CHECK
If Single Landing Gear Indicator Light Out
Indicator Bulb SWITCH
Mirror CHECK
Gear Horn CHECK
Landing Gear CYCLE

MANUAL LANDING GEAR/FLAP EXTENSION

Landing Gear / Flap Selector **AS REQUIRED**
 Manual Pump Handle **EXTEND**
 Manual Pump Handle **PUMP**
 Landing Gear / Flap Selector **CHECK NEUTRAL**
 Landing Gear / Flap Indicator **CHECK**
 Landing Gear / Flap Position **CHECK**

CAUTION

**IF AN UNSAFE GEAR INDICATION EXISTED AND THE GEAR
 HAS BEEN SUCCESSFULLY LOWERED,
DO NOT ATTEMPT TO RAISE THE GEAR.**

EMERGENCY LANDING GEAR EXTENSION

Manual Pump Handle **STOWED**
 Landing Gear Selector **DOWN**
 CO₂ Activation Ring Cover **OPEN**
 CO₂ Activation Ring **PULL**
 Landing Gear Indicator **CHECK 3 GREEN**
 Landing Gear Mirror **CHECK**

WARNING

**DO NOT TRY TO RETRACT LANDING GEAR
 AFTER USING CO₂ EXTENSION SYSTEM!**

GEAR-UP LANDING

Normal check list..... Completed
 Flaps **UP**
 Approach Speed (1.3 Vs)..... **99MPH**
 Cabin Door..... **UNLATCH**

When Landing Assured

Throttles..... **CLOSE**
 Mixtures **CUTOFF**
 Propellers..... **FEATHER**
 Master and Magneto Switches..... **OFF**
 Fuel Valves **OFF**
 Flight Controls..... **FORWARD (HOLD TAIL UP)**

NOTE

**IF TIME PERMITS, USE STARTER TO POSITION PROPS
 PARALLEL WITH WINGS**