

**BEECH KING AIR F90
CHECK LIST
NORMAL PROCEDURES**

AIRSEEDS FOR SAFE OPERATIONS (10950 lbs.)

	KCAS	KIAS
Maximum Operating Speed		
VMO.....	250	253
MMP.....	.48 MACH	
Maneuvering (10,950lbs).....	169	170
Air Minimum Control		
VMAC.....	91	87
Maximum Flap Extension/Extended		
Approach position.....	32.5% - 182	183
Full Down Position.....	100% - 142	146
Maximum Landing Gear Operating		
Extension.....	182	183
Retraction.....	164	165
Maximum Landing Gear Extended.....	182	183

KNOTS

Take-Off

Flaps – 32.5%	
Rotation	89
50 Ft.....	106
Flaps 0%	
Rotation.....	96
50 Ft.....	115
Two Engine Best Angle of Climb.....	90
Two Engine Best Rate of Climb.....	115
Cruise Climb	
Sea Level to 15,000 feet.....	136
15,000 to 25,000 feet.....	128
25,000 to 31,000 feet.....	118
Turbulent Air Penetration.....	170
Maximum Demonstrated Crosswind Component...	25
Landing Approach	
Flap 100%.....	106
Flaps 0%.....	125
Balked Landing Climb.....	106
Intentional One Engine Inoperative.....	100

EMERGENCY PROCEDURES

KNOTS

EMERGENCY AIRSPEEDS

One Engine Out Best Angle of Climb.....	107
One Engine Out Best rate of climb.....	115
One Engine Out Enroute Climb.....	115
Emergency Descent.....	184
One Engine Out Landing Final Approach	
Flaps Down 100%	106
Maximum Range Glide.....	135

LEFT WING

1. Flaps – CHECK
2. Jet Pump (aft of wheel well) – DRAIN
3. Gravity Line (aft of wheel well) – DRAIN
4. Aileron and Tab – CHECK
5. Flush Outboard Wing Fuel Sump – DRAIN
6. Lights – CHECK
7. Main Fuel Tank – CHECK; Cap – SECURE
8. Stall Warning – CHECK.
9. Tie-down and Chocks – REMOVE
10. Deice Boot – CHECK
11. Ram Scoop Fuel Vent – CLEAR
12. Heated Fuel Vent – CLEAR
13. Wing Fuel Sump – DRAIN
14. Fire Extinguisher Pressure – CHECK
15. Landing Gear and Doors – CHECK
16. Fuel Sump (forward of wheel well) – DRAIN
17. Propeller – CHECK
18. Engine Air Intake – CLEAR
19. Engine Oil – CHECK QUANTITY; Cap – SECURE
20. Fuel Strainer – DRAIN
21. Cowling, Doors and Panels – CHECK
22. Auxiliary Fuel Tank – CHECK; Cap – SECURE
23. Heat Exchanger Inlet – CLEAR
24. Inboard Fuel Tank Sump – DRAIN
25. Lower Antennas and Beacon – CHECK

NOSE SECTION

1. Access Panels – SECURE
2. Air Conditioner Ducts – CLEAR
3. Nose Gear and Doors – CHECK
4. Landing and Taxi Lights – CHECK

5. Pitot Covers – REMOVE
6. Windshield Wipers - CHECK

RIGHT WING

1. Inboard Fuel Tank Sump - DRAIN
2. Heat Exchanger Inlet – CLEAR
3. Battery Air Inlet – CLEAR
4. Auxiliary Fuel Tank – CHECK; Cap – SECURE
5. Propeller – CHECK
6. Engine Air Intake – CLEAR
7. Engine Oil – CHECK QUANTITY; Cap – SECURE
8. Fuel Strainer – DRAIN
9. Cowling Doors and Panels – CHECK
10. Fuel Sump (forward of wheel well) – DRAIN
11. Fire Extinguisher Pressure – CHECK
12. Landing Gear and Doors – CHECK
13. Heated Fuel Vent – CLEAR
14. Ram Scoop Fuel Vent – CLEAR
15. Wing Fuel Sump – DRAIN
16. Deice Boot – CHECK
17. Tie-down and Chocks – REMOVE
18. Main Fuel Tank – CHECK; Cap – SECURE
19. Lights – CHECK
20. Aileron – CHECK
21. Flush Outboard Wing Tank Sump – DRAIN
22. Flaps – CHECK
23. Gravity Line (aft of wheel well) – DRAIN
24. Jet Pump (aft of wheel well) – DRAIN

FUSELAGE (RIGHT)

1. Oxygen Door – SECURE
2. Emergency Locator Transmitter – ARM
3. Static Ports – CLEAR
4. Access Panels – SECURE

TAIL SECTION

1. Tie-down – REMOVE
2. Deice Boots – CHECK
3. Control Surfaces and Rudder Tab – CHECK
4. Elevator Trim Tab – VERIFY “0” (NEUTRAL) POSITION
5. Lights – CHECK
6. Top Antennas – CHECK

FUSELAGE (LEFT)

1. Static Ports – CLEAR

BEFORE ENGINE STARTING

1. Cabin door – LIFT STEP, CHECK LOCKED
2. Load and Baggage – SECURE
3. Weight and CG – CHECKED
4. Emergency Exit – SECURE
5. Control Locks – REMOVE
6. Seats – POSITIONED; Seatbacks-UPRIGHT;
Lateral-tracking Seats- OUTBOARD POSITION
7. Seat Belts and Shoulder Harnesses – FASTENED
8. Brakes – SET
9. Switches – OFF
10. Landing Gear Switch Handle – DOWN
11. Power Levers – IDLE
12. Propeller Controls – FULL FORWARD
13. Condition Levers – CUT OFF
14. Cabin Sign – NO SMOKE & FSB
15. Cabin Temp Mode – OFF
16. Vent Blower – AUTO
17. Microphone Switches – NORMAL
18. Oxygen Supply Pressure – CHECK
19. Oxygen Supply Control Handle – PULL ON SYSTEM READY
20. Quick-donning Crew Oxygen Masks – CHECK;
Selector Lever – 100% Position
21. Circuit Breakers – IN
22. Pilot's Static Air Source – NORMAL
23. Fuel Panel Circuit Breakers – IN
24. Battery Switch – ON (FUEL PRESS annunciators – ON)
25. Fuel Firewall Valves – CLOSED
26. Standby Pumps – ON
(Listen for operation, FUEL PRESS ANNUNCIATORS-ON)
27. Fuel Firewall Valves – OPEN (FUEL PRESS annunciators – OFF;
(FW VALVE annunciators- ILLUMINATE MOMENTARILY)
28. Standby Pumps – OFF (FUEL PRESS annunciators – ON)
29. Crossfeed – ALTERNATELY LEFT AND RIGHT (FUEL CROSSFEED
annunciator – ON; FUEL PRESS annunciators – OFF)
30. Crossfeed – OFF
31. Auxiliary Transfer Switches – AUTO
32. Fuel Quantity – CHECK (Main and Auxiliary)
33. Voltmeter Bus Select Switch-
 - a. BAT Position read 23 volts MIN
 - b. TPL FED and CTR positions read 22-27 volts
 - c. GENERATOR-LEFT-RIGHT and EXT PWR positions read zero

34. Stall Warning – TEST
35. Fire Detectors and Fire Extinguishers – TEST
36. Annunciator Lights – TEST
37. Landing Gear Handle Lights Test Switch – PRESS TO TEST lights; Gear Down annunciators – CHECK
38. Rotating Beacons Switch – ON

ENGINE STARTING (BATTERY)

1. Right Ignition and Engine Start Switch – ON (R FUEL PRESS Annunciator – OFF)
2. Right Condition Lever – LOW IDLE (after N1 rpm stabilizes above 12%)
3. ITT and N1 – MONITOR (1090°C maximum, limit 2 seconds).
4. Right Oil Pressure – CHECK
5. Right Condition Lever – HIGH IDLE
6. Right Ignition and Engine Start Switch – OFF (at 50% N1 or above)
7. Right Generator – RESET (hold for one second) then ON.
8. Left Ignition and Engine Start Switch – ON (Note L FUEL PRESS annunciator – OFF)
9. Left Condition Lever – LOW IDLE (after N1 stabilizes above 12%)
10. ITT and N1 – MONITOR (1090°C maximum, limit 2 seconds)
11. Left Oil Pressure – CHECK
12. Left Ignition and Engine Start Switch – OFF (at 50% N1 or above)
13. Left Generator – RESET (hold for one second) then ON
14. Condition Levers – AS REQUIRED (maintain propeller 1200 rpm minimum)

ENGINE STARTING (EXTERNAL POWER)

1. AVIONICS MASTER PWR – OFF
2. GENERator 1 GENERator 2 switches – OFF
3. BATtery Switch – ON (battery will tend to absorb transients present in some auxiliary power units.)
4. External Power Unit – OFF and CONNECT to AIRPLANE
5. External Power Unit – ON
6. METER SELECT Switch – EXT PWR – Check voltage 27 to 30 volts
7. EXT PWR switch – ON if voltage within acceptable limits
8. Right Propeller Control – FEATHERED
9. Right Ignition and Engine Start Switch – ON (R FUEL PRESS annunciator – OFF)
10. Right Condition Lever – LOW IDLE (after N1 stabilizes; 12% minimum)
11. ITT and N1 – MONITOR (1090° C maximum, limit 2 seconds)
12. Right Oil Pressure – CHECK
13. Right Ignition and Engine Start Switch – OFF (at 50% N1 or above)
14. Left Ignition and Engine Start Switch- ON(L FUEL PRESS annunciator – OFF)

15. Left Condition Lever – LOW IDLE (after N1 stabilizes; 12% minimum)
16. ITT and N1 – MONITOR 1090°C maximum, limit 2 seconds)
17. Left Oil Pressure – CHECK
18. Left Ignition and Engine Start Switch – OFF (at 50% N1 or above)
19. EXT PWR Switch – OFF
20. External Power – TURN OFF; DISCONNECT; Door – SECURE
21. GENERator 1 and GENERator 2 switches – RESET (hold for one second, then ON)
22. Right Propeller Control – FULL FORWARD
23. Condition Levers – AS REQUIRED (Maintain propeller 1200 rpm minimum)

ENGINE CLEARING

1. Condition Lever – CUT OFF
2. Ignition and Engine Start Switch – STARTER ONLY (for a minimum of 15 seconds)
3. Ignition and Engine Start Switch – OFF

BEFORE TAXI

1. Both Inverters – CHECK NORMAL VOLTAGE & FREQUENCY – CHECK THAT ANNUNCIATOR ILLUMINATES WHEN INVERTERS ARE TURNED OFF
2. Inverter To Be Used – ON
3. Bus Tie Switch – OPEN (L GEN TIE OPEN and R GEN TIE OPEN annunciator – ILLUMINATED)
4. Generator Load Meters – OBSERVE (indications commensurate with equipment selected)
5. Meter Select Switch LEFT GEN then RIGHT GEN (27.5-29.0 volts, within 1.0 volt of each other)
6. Bus Tie Switch – Center Position (GEN TIES OPEN annunciator – EXTINGUISHED)
7. Generator Load Meters – OBSERVE (paralleled within 10%)
8. Bus Tie RESET/Test Switch – TEST (note yellow L GEN TIE OPEN, GEN TIE OPEN and BAT TIE OPEN, Annunciators illuminated)
9. Bus Tie RESET/Test Switch – RESET (All Annunciators – EXTINGUISHED)
10. AVIONICS Master Power Switch – ON
11. Lights – AS REQUIRED
12. Environmental System Controls – AS REQUIRED
13. Instruments – CHECK
14. Ground Idle Low Pitch Stops – CHECK
 - a. Condition Levers – HIGH IDLE
 - b. Power Levers – IDLE (Note propeller rpm)

- c. Prop Test Switch – HOLD TO “GND IDLE STOP” (Note decrease in propeller rpm in both right and left engines)
- d. Prop Test Switch – RELEASE (Note rpm increase to value in step a.)
- e. Condition Levers – LOW IDLE

15. Brakes – RELEASED AND CHECKED

BEFORE TAKEOFF (RUNUP)

- 1. Avionics and Radar – CHECK
- 2. Pressurization – SET
 - a. Cabin altitude Selector Knob – ADJUST SO THAT INNER SCALE (ACFT ALT) INDICATES 26,000 FEET (end of scale) OR PLANNED CRUISE ALTITUDE PLUS 500 FEET, WHICHEVER IS LOWER. If this setting does not result in an outer scale (CABIN ALT) indication of at least 500 feet above take-off field pressure altitude, adjust as required.
 - b. Rate Control Selector Knob – SET INDEX BETWEEN 9- AND 12-O’CLOCK POSITIONS.
- 3. Autopilot – CHECK
- 4. Electric Elevator Trim Control – CHECK
 - a. Elevator Trim Tab Control Switch – pedestal) – ON (forward to ELEV TRIM position)
 - b. Pilot’s and Copilot’s Electric Trim Switches – CHECK OPERATION
 - c. Pilot’s and Copilot’s Trim Disconnect Switches – CHECK for DEACTIVATION OF SYSTEM
 - d. Elevator Trim Tab Control Switch – OFF, then ON
- 5. Trim Tabs – SET
- 6. Engine Control Friction Locks – SET
- 7. Flaps – CHECK and SET
- 8. Flight Controls – CHECK FOR FREEDOM OF MOVEMENT AND PROPER DIRECTION OF TRAVEL
- 9. Overspeed Governors and Rudder Boost – TEST
 - a. Rudder Boost Control Switch – ON
 - b. Propeller Levers – FULL FORWARD (Balance of test is performed on individual engines.)
 - c. Prop Test Switch – HOLD TO GOV
 - d. Power Lever – INCREASE UNTIL PROP IS STABILIZED AT 1720 TO 1800 RPM. CONTINUE TO INCREASE UNTIL RUDDER MOVEMENT IS NOTED. (Observe ITT and Torque LIMITS.)
 - e. Power Lever – IDLE
 - f. Prop Test Switch – RELEASE. Repeat steps c, d, e, and f on the opposite engine.
- 10. Primary Governors – EXERCISE AT 1800 RPM
- 11. Instrument Vacuum/Deice Pressure System – CHECK (at 1800 rpm)

12. Autofeather – CHECK
 - a. Power Lever – APPROXIMATELY 500 FT-LBS TORQUE
 - b. Autofeather Switch – HOLD TO TEST (both AUTOFEATHER annunciators illuminated)
 - c. Power Levers – RETARD INDIVIDUALLY:
 - (1) At Approximately 400 ft-lbs – OPPOSITE ANNUNCIATOR EXTINGUISHED
 - (2) At Approximately 220 ft-lbs BOTH ANNUNCIATOR EXTINGUISHED (propeller starts to feather)
 - d. Power Levers – BOTH RETARDED (both annunciators extinguished, neither propeller feathers)
13. Autofeather Switch – ARM
14. Propeller Feathering (manual – CHECK
15. Fuel Quantity, Flight and Engine Instruments – CHECK

BEFORE TAKEOFF (FINAL ITEMS)

1. Bleed Air Valves – OPEN
2. Annunciator Lights – EXTINGUISHED or considered
3. Transponder – ON
4. Ice Protection – AS REQUIRED
5. Engine Auto Ignition – ARM (both IGNITION annunciators illuminated)

ON TAKE-OFF ROLL

1. AUTOFEATHER Annunciators – ILLUMINATED
2. Ignition Annunciators – EXTINGUISHED

TAKEOFF

- Refer to PERFORMACE Section for minimum take-off power, take-off speed, take-off distance and climb data.
- Monitor ITT and engine torque. Increasing airspeed will cause torque and ITT to increase.
- Rotating beacons, strobe lights, and tail flood lights should be switched off (at pilot's discretion) when encountering haze, fog or clouds.

CLIMB

1. Landing Gear – UP
2. Flaps – UP
3. Yaw Damp – ON
4. Climb Power – SET (Observe maximum ITT, torque, and N1 rpm limits.)
5. Propeller – 1900 RPM
6. Propeller synchrophaser – ON
7. Autofeather – OFF
8. Engine Instruments – MONITOR
9. Cabin Sign – AS REQUIRED
10. Cabin Pressurization – CHECK

CRUISE

1. Cruise Power – SET per CRUISE POWER TABLES PR GRAPHS
2. Engine Instruments – MONITOR
3. Auxiliary Fuel Gage – MONITOR (to ensure fuel is being transferred from auxiliary tanks)

DESCENT

1. Cabin Pressurization Controller – SET
 - a. Cabin Altitude Selector Knob – SET per PRESSURIZATION CONTROLLER SETTING FOR LANDING graph, or so that “CABIN ALT” DIAL INDICATES LANDING FIELD PRESSURE ALTITUDE PLUS 500 FEET.
 - b. Rate control selector knob – AS REQUIRED.
2. Altimeter – SET
3. Cabin Sign – AS REQUIRED
4. Windshield Anti-Ice – AS REQUIRED.

BEFORE LANDING

1. Pressurization – CHECK
2. Cabin Sign – NO SMOKE & FSB
3. Autofeather SWITCH _ ARM
4. Flaps – APPROACH
5. Landing Gear – DOWN
6. Landing and Taxi Lights – AS REQUIRED
7. Radar – STANDBY or OFF

LANDING

When Landing Assured:

1. Flaps – DOWN (100%)
2. Yaw Damp – OFF

After Touchdown:

3. Propeller Levers – FULL FORWARD
4. Power Levers – BETA RANGE OR REVERSE as required

MAXIMUM REVERSE THRUST LANDING

When Landing Assured:

1. Flaps – DOWN (100%)
2. Yaw Damp – OFF
3. Condition Levers – HIGH IDLE
4. Propeller Levers – FULL FORWARD

After Touchdown:

5. Power Levers – LIFT AND REVERSE
6. Condition Levers – LOW IDLE

BALKED LANDING

1. Power – MAXIMUM ALLOWABLE
2. Airspeed – ESTABLISH 106 KNOTS (When clear of obstacles, establish normal climb.)
3. Flaps – UP
4. Landing Gear – UP

AFTER LANDING

1. Landing and Taxi Lights – AS REQUIRED
2. RECOGNition Lights – OFF
3. Ice Protection – AS REQUIRED
4. Engine Auto-Ignition - OFF
5. Electrical Load – OBSERVE LIMITS
6. Trim – SET
7. Flaps – UP

SHUTDOWN AND SECURING

1. Parking Brake – SET
2. Avionics Master – OFF
3. Inverter – OFF
4. Autofeather Switch – OFF
5. Light Switches – OFF
6. Ice Protection – OFF
7. Cabin Temp Mode – OFF
8. Vent Blower – AUTO
9. Battery – CHARGED (If BATTERY CHARGE annunciator is illuminated, refer to NICKEL-CADMIUM BATTERY CONDITION CHECK, this section)
10. ITT – STABILIZED AT MINIMUM TEMPERATURE FOR ONE MINUTE
11. Condition Levers – CUT-OFF
12. Propellers – FEATHERED
13. Overhead Panel Switches – OFF
14. Battery and Generator Switches – OFF (Below 15% N1)
15. Oxygen Supply Control Handle – PUSH OFF
16. Standby Boost Pumps – OFF
17. Control Locks – INSTALL
18. Tie-downs and Chocks – AS REQUIRED
19. Parking Brake – OFF
20. External Covers – INSTALL

EMERGENCY PROCEDURES

ENGINE FAILURE

EMERGENCY ENGINE SHUTDOWN

1. Condition Lever- CUT OFF
2. Propeller Lever- FEATHER
3. Fuel Firewall Valve – CLOSED
4. Fire Extinguisher – ACTUATE (if required)
5. Engine Auto Ignition – OFF
6. Generator – OFF
7. Electrical Load – MONITOR

ENGINE FAILURE DURING GROUND ROLL

1. Power Levers – IDLE
2. Brakes – AS REQUIRED
3. Operative Engine – REVERSE (Maximum Consistent with Directional Control)
4. Condition Levers – CUT OFF
5. Fuel Firewall Valves – CLOSED
6. Master Switch – OFF (Gang bar down)

ENGINE FAILURE AFTER LIFT-OFF (if conditions preclude an immediate landing)

1. Power – MAXIMUM ALLOWABLE
2. Airspeed – MAINTAIN (Take-off speed or above)
3. Landing Gear – UP
4. Propeller (inoperative engine) – FEATHER
5. Airspeed – BEST RATE-OF-CLIMB SPEED (after obstacle clearance altitude is reached)
6. Flaps – UP
7. Clean-up (inoperative engine):
 - a. Condition Lever – CUT OFF
 - b. Fuel Firewall Valve – CLOSED
 - c. Engine Auto Ignition – OFF
 - d. Autofeather Switch – OFF
 - e. Generator – OFF
8. Electrical Load – MONITOR

ENGINE FAILURE IN FLIGHT BELOW AIR MINIMUM CONTROL SPEED (V_{mca})

1. Reduce power on operative engine as required to maintain control.
2. Lower nose to accelerate above minimum control speed.
3. Adjust power as required.
4. Secure affected engine as in EMERGENCY ENGINE SHUTDOWN.

2nd ENGINE FLAMEOUT

1. Power Lever – IDLE
2. Propeller – DO NOT FEATHER
3. Condition Lever – CUT-OFF
4. Conduct Air Start Procedures

AIRSTART

STARTER ASSIST

1. Cabin Temp Mode – OFF; Blower – Auto
2. Radar – STANDBY or OFF
3. Windshield Heat – OFF
4. Power Lever – IDLE
5. Condition Lever – CUT-OFF
6. Fuel Firewall Valve – OPEN
7. Ignition and Start Switch – ON (up). Check IGNITION ON Annunciator – ILLUMINATED
8. Condition Lever – LOW IDLE
9. Ignition and START Switch – OFF (N1 above 50%)
10. Propeller Lever – AS REQUIRED
11. Power Lever – AS REQUIRED
12. Generator – ON
13. Engine Auto Ignition – ARM
14. Electrical Equipment – AS REQUIRED

WINDMILLING ENGINE AND PROPELLER (No Starter Assist)

1. Cabin Temp Mode – OFF; Blower-AUTO
2. Radar – STANDBY or OFF
3. Windshield Heat – OFF
4. Power Lever – IDLE
5. Propeller Lever – FULL FORWARD
6. Condition Lever – CUT OFF
7. Fuel Firewall Valve – OPEN
8. Generator (inoperative engine) – OFF
9. Airspeed – 140 KNOTS MINIMUM
10. Altitude – BELOW 20,000 FEET
11. Engine Auto Ignition – ARM
12. Condition Lever – LOW IDLE
13. Power – AS REQUIRED (after ITT has peaked)
14. Generator – ON
15. Electrical Equipment – AS REQUIRED

SMOKE AND FIRE

ENGINE FIRE ON GROUND

1. Condition Lever – CUT OFF
2. Fuel Firewall Valve – CLOSED
3. Starter Switch – STARTER ONLY
4. Fire Extinguisher – ACTUATE (as required)

ELECTRICAL SMOKE OR FIRE

1. Oxygen –
 - a. Oxygen Control (System Ready) – PULL ON
 - b. Crew (diluter DEMAND Mask) – DON MASK (100% position)
 - c. MIC Selector – OXYGEN MASK
 - d. PASSENGER MANUAL O'RIDE – PULL ON
 - e. Passengers – PULL LANYARD PIN, DON MASK
2. Generators – OFF
3. Avionics Master – OFF
4. Non-essential ELECTRICAL Equipment – OFF

If fire or smoke ceases:

- a. Generators – ON
- b. Individually restore only essential avionics and electrical equipment previously turned off.

If smoke or fire persists:

- a. Cabin Pressure Switch – DUMP
- b. Land as soon as practicable

ENVIRONMENTAL SYSTEM SMOKE OR FUMES

1. Oxygen –
 - a. Oxygen Control (System Ready) – PULL ON
 - b. Crew (Diluter Demand Mask) – DON MASK (100% position)
 - c. MIC selector – OXYGEN MASK
 - d. PASSENGER MANUAL O'RIDE – PULL ON
 - e. Passenger – PULL LANYARD PIN, DON MASK
2. Cabin Temp Mode – OFF
3. Vent Blower – HI Position
4. Left Bleed Air Valve – CLOSED

SMOKE AND FUME ELIMINATION

WINDSHIELD ELECTRICAL FAULT

1. WSHLD ANTI-ICE Switches – OFF

If Smoke and/or Fire Down Not Cease:

2. Conduct ELECTRICAL SMOKE OR FIRE procedure.

If smoke and/or Fire Ceases:

3. Continue flight with Windshield Anti-ice OFF if possible.

EMERGENCY DESCENT

1. Power Levers – IDLE
2. Propeller Levers – FULL FORWARD
3. Flaps – APPROACH
4. Landing Gear – EXTEND
5. Airspeed – 184 KNOTS MAXIMUM

GLIDE

1. Landing Gear – UP
2. Flaps – UP (0%)
3. Propellers – FEATHERED
4. Airspeed – 135 KNOTS

LANDING EMERGENCIES

ONE-ENGINE-INOPERATIVE LANDING

1. Flaps – APPROACH
2. Landing Gear – DOWN
3. Propeller Lever- FULL FORWARD
4. Airspeed – 5 KNOTS ABOVE NORMAL LANDING APPROACH SPEED
5. Flaps – DOWN
6. Airspeed – NORMAL LANDING APPROACH SPEED
7. Execute Normal Landing

ONE-ENGINE-INOPERATIVE GO-AROUND

1. Power – MAXIMUM ALLOWABLE
2. LANDING Gear – UP
3. Flaps – UP
4. Airspeed – ONE-ENGINE-INOPERATIVE BEST ANGLE_OF-CLIMB SPEED UNTIL CLEAR OF OBSTACLES, THEN BEST RATE-OF-CLIMB SPEED

SYSTEMS EMERGENCIES

FUEL SYSTEM

CROSSFEED (ONE-ENGINE-INOPERATIVE OPERATION)

1. Standby Boost Pumps – OFF
2. Crossfeed Flow Switch – LEFT or RIGHT (as required); CHECK FUEL CROSSFEED Annunciator – ON; both FUEL PRESS annunciator – EXTINGUISHED

TO DISCONTINUE CROSSFEED

- Crossfeed Flow Switch – OFF (Centered)

ENGINE –DRIVEN BOOST PUMP FAILURE

- Standby Boost Pump (Failed Side) – ON; Check FUEL PRESS annunciator – OFF

ELECTRICAL SYSTEM FAILURE

GENERATOR INOPERATIVE (DC GEN annunciator illuminated)

1. Generator Switch – OFF, then to reset position for 1 second, then ON

If generator will not reset:

2. Generator Switch – OFF
3. Operating Generator – DO NOT EXCEED 100% LOAD

EXCESSIVE LOADMETER INDICATION (over 100%)

1. Battery Switch – OFF (Monitor Loadmeter)

If loadmeter still indicates above 100%

2. Bus Tie Switch – OPN
3. Non-essential Electrical Equipment – OFF

If loadmeter indicates 100% or below:

4. Battery Switch - ON

EXCESSIVE CURRENT FLOW

If the L GEN TIES OPEN or R GEN TIES OPEN annunciator illuminates, or if the BAT TIE OPEN annunciator illuminates, the indicated source is now isolated. TO restore power:

1. BUS TIE RESET/TEST Switch – RESET
2. If Annunciator(s) Reilluminate – DO NOT RESET; SHED ALL NON ESSENTIAL CIRCUITS.

CIRCUIT BREAKER TRIPPED

1. Non-essential Circuit – DO NOT REST IN FLIGHT
2. Essential Circuit:
 - a. Circuit Breaker – PUSH IN TO REST
 - b. If Circuit Breaker trips again – DO NOT RESET

FLIGHT CONTROLS

UNSCHEDULED ELCTRIC ELEVATOR TRIM

1. Airplane Attitude – MAINTAIN (using elevator control)
2. Control Wheel Disconnect Switch – DEPRESS FULLY (2nd level)
3. Manually Retrim Airplane
4. ELEV TRIM Control Switch (Pedestal) – OFF

UNSCHEDULED RUDDER BOOST ACTIVATION

1. Rudder Boost Switch – OFF

If condition persists:

2. Rudder Trim – ADJUST

LANDING GEAR MANUAL EXTENSION

1. Airspeed – ESTABLISH 125 KNOTS
2. Landing Gear Relay Circuit Breaker (pilot's right subpanel) – PULL
3. Landing Gear Switch Handle – DOWN
4. Emergency Engage Handle – LIFT AND TURN CLOCKWISE TO THE STOP TO ENGAGE.
5. Extension LEVER - PUMP up and down until the green Gear Down Annunciators are illuminated.

LANDING GEAR MANUAL EXTENSION

1. Landing Gear Switch Handle – DOWN
2. LANDING GEAR RELAY Circuit Breaker (Pilot's Subpanel) – PULL
3. Pump Handle – PUMP up and down until the three green Gear Down Annunciators are illuminated
4. Pump Handle - STOW