

Pilot's Checklist

Cirrus SR22 G3 Turbo



The procedures presented in this publication are abbreviated and derived from the flight manual and Pilot's Operating Handbook (POH). These procedures DO NOT supersede the procedures in the POH specifically applicable to a particular aircraft. The user of this document is solely responsible to determine the accuracy of the information contained herein and as applicable to a particular aircraft.

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Normal CheckLists

Airspeeds for Normal Operation

Takeoff Rotation:

| | | |
|---------------|-------------------------------|----|
| Vr (Normal) | Normal Rotation (Flaps 50%) | 70 |
| Vr (Obstacle) | Obstacle Rotation (Flaps 50%) | 78 |

Enroute Climb, Flaps Up:

| | | |
|----------|------------------------------|-----|
| | Normal Climb | 120 |
| Vy (SL) | Best Rate Climb (SL) | 101 |
| Vy (10K) | Best Rate Climb (10,000 Ft) | 95 |
| Vx (SL) | Best Angle Climb (SL) | 78 |
| Vx (10K) | Best Angle Climb (10,000 Ft) | 82 |

Landing Approach:

| | | |
|------|------------------------------|-------|
| | Normal Approach (Flaps Up) | 90-95 |
| | Normal Approach (Flaps 50%) | 85-90 |
| | Normal Approach (Flaps 100%) | 80-85 |
| Vref | Short Field (Flaps 100%) | 77 |

Go-Around Flaps:

| | | |
|--|-----------------------|----|
| | Go Around (Flaps 50%) | 80 |
|--|-----------------------|----|

Maximum Turbulent Air Penetration:

| | | |
|--|-----------------------|-----|
| | Penetration (3400 Lb) | 133 |
| | Penetration (2900 Lb) | 123 |

Maximum Demonstrated Crosswind:

| | | |
|--|---------------|----|
| | Max Crosswind | 20 |
|--|---------------|----|

Miscellaneous:

| | | |
|-------------|-------------------------------|-----|
| Vso | Stall (Full Flaps)..... | 62 |
| Vs | Stall Clean | 73 |
| Vo (3400) | Operating Maneuvering..... | 133 |
| Vfe (50%) | Maximum Flap (50%) | 119 |
| Vfe (100%) | Maximum Flap (100%) | 104 |
| Vno (17.5K) | Max Structural Cruising | 177 |
| Vno (FL250) | Max Structural Cruising | 151 |
| Vne (17.5K) | Never Exceed | 200 |
| Vne (FL250) | Never Exceed | 170 |
| Vpd | Parachute Deployment | 133 |
| | Best Glide (3400 Lb)..... | 88 |
| | Best Glide (2900 Lb)..... | 87 |

Preflight Inspection

Preflight External Accessories

1. Chocks.....Remove
2. Pitot Tube CoverRemove
3. Engine Inlet Covers.....Remove
4. Right Wing Tie-Down Disconnect
5. Tail Tie-Down..... Disconnect
6. Left Wing Tie-Down..... Disconnect

Preflight Fuel and Oil

1. Right Wing Fuel Quantity Check
2. Right Wing Fuel Cap Secure
3. Left Wing Fuel Quantity Check
4. Left Wing Fuel Cap..... Secure
5. Left Wing Fuel Drains Sample
6. Right Wing Fuel Drains Sample
7. Engine Fuel Drain (Gascolator) Sample
8. Engine Oil Level 6-8 Qts
9. Engine Oil Cap..... Secure

Preflight Cabin

1. POH / Documents..... Available
2. Weight and Balance Check
3. Hobbs Time / Flight Time Record
4. Avionics Power Switch Off
5. Bat 2 Master Switch On
6. PFD..... On
7. Avionics Cooling Fan..... Audible
8. Voltmeter..... 23-25 V
9. Flap Position Light Out
10. Bat 1 Master Switch On
11. Nav, Land, Strobe Lights and Pitot Heat On
12. Nav, Land, Strobe Lights and Pitot Heat Verify
13. Stall Warning..... Test
14. Nav, Land, Strobe Lights and Pitot Heat Off
15. Fuel Quantity Check
16. Fuel Selector..... Fullest Tank
17. Flaps 100%, Check Light On
18. Oil Annunciator..... On
19. Bat 1 and Bat 2 Master Switches Off
20. Alternate Static Source..... Normal
21. Circuit Breakers..... In
22. Fire Extinguisher Charged
23. Emergency Egress Hammer Available
24. Caps Handle Pin Out

Preflight Empennage

1. COM 1 Antenna (top) Check
2. Left Wing/Fuselage Fairing Check
3. COM 2 Antenna (Underside) Check
4. Baggage Door Secure
5. Left Side Static Button Clear
6. Parachute Cover Check
7. Horiz / Vert Stabilizers Check
8. Elevator and Tab Check
9. Rudder Check
10. Rudder Trim Tab Check
11. Attachment Hardware Secure
12. Right Side Static Button Clear
13. Right Wing/Fuselage Fairing Check

Preflight Right Wing

1. Flap and Rub Strip Check
2. Aileron and Tab Check
3. Aileron Gap Seal Check
4. Attach & Activation Hardware Secure
5. Tip Check
6. Strobe, Nav Light and Lens Check
7. Fuel Vent (underside) Clear
8. Leading Edge and Stall Strips Check
9. Wheel Fairings Check
10. Tire Check
11. Wheel and Brakes Check

Preflight Nose

1. Right Vortex Generator Check
2. NACA Air Intake Clear
3. Cowling Check
4. Right Exhaust Pipe Check
5. Transponder Antenna (Underside) Check
6. Tow Bar Removed
7. Strut Check
8. Wheel Fairing Check
9. Wheel and Tire Check
10. Propeller Check
11. Spinner Check
12. Air Inlets Check
13. Alternator Check
14. Landing Light Check
15. Cowling Check
16. External Power Door Closed
17. Left Vortex Generator Check
18. Left Exhaust Pipe Check

Preflight Left Wing

1. Wheel Fairings Check
2. Tire Check
3. Wheel and Brakes Check
4. Leading Edge and Stall Strips Check
5. Fuel Vent (underside) Clear
6. Pitot Mast Check
7. Strobe, Nav Light and Lens Check
8. Tip Check
9. Flap and Rub Strip Check
10. Aileron Check
11. Aileron Gap Seal Check
12. Attach & Activation Hardware Secure

Before Starting Engine

1. Preflight..... Complete
2. Emergency Equipment..... On Board
3. Passengers Briefed
4. Seats/Belts Adjusted/Locked

Starting Engine

1. External Power (If Applicable)Connect
2. Brakes..... Hold
3. Bat Master Switches..... Both On
4. VoltsCheck
5. Strobe Lights On
6. Mixture Full Rich
7. Power Lever Full Forward
8. Fuel Pump Low Boost
9. Fuel Pump Prime
10. Fuel Pump Low Boost
11. Propeller Area Clear
12. Power Lever Open 1/4 Inch
13. Ignition Switch..... Start
14. Power LeverRetard to 1000 RPM
15. Mixture.....Lean to Max Idle (X)
16. Oil PressureCheck
17. Alt Master Switches On
18. Avionics Power Switch..... On
19. Engine Parameters..... Monitor
20. External Power (If Applicable) Disconnect
21. Amp Meter/Indication.....Check

Before Taxiing

1. Flaps Up (0%)
2. Cabin Heat/Defrost.....As Required
3. Fuel Selector..... Switch Tank
4. Radios.....Set

Taxiing

1. Parking BrakeDisconnect
2. Brakes..... Check
3. HSI Orientation Check
4. Attitude Gyro..... Check
5. Turn Coordinator..... Check

Before Takeoff

1. Doors Latched
2. CAPS Handle Pin Out
3. Seat Belts and Harnesses..... Secure
4. Fuel Quantity..... Confirm
5. Fuel Selector Full Tank
6. Fuel Pump Low Boost
7. Mixture..... Full Rich
8. Flaps50% and Check
9. Transponder Set
10. Autopilot Check
11. Navigation Radios / GPS Set
12. Cabin Heat / Defrost As Required
13. Brakes..... Hold
14. Power Lever 1700 RPM
15. Alternator Check
 - Pitot Heat..... On
 - Nav Lights..... On
 - Landing Light..... On
 - Annunciator Lights Check
 - Alt Caution Lights..... Out
 - Each Alternator Positive Amps
16. Voltage Check
17. Pitot Heat..... As Required
18. Navigation Lights..... As Required
19. Landing Light..... As Required
20. Magnetos / RPM Drop Check
21. Engine Params..... Check
22. Power Lever 1000 RPM
23. Mixture..... Full Rich
24. Flight Instruments (HSI, & Altimeter)..... Check and Set
25. Flight Controls Free and Correct
26. Trim..... Set TakeOff
27. Autopilot Disconnect

Normal Takeoff

1. Brakes..... Release
2. Power Lever Full Forward
3. Engine Power Check 2700 RPM
4. Engine Parameters..... Check
5. Elevator Control Rotate at 70-73 KIAS
6. At 80 KIAS..... Flaps Up

Short Field Takeoff

1. Flaps 50%
2. Brakes..... Hold
3. Power Lever Full Forward
4. Engine Parameters..... Check
5. Brakes..... Release (Steer w/Rudder)
6. Elevator Control Rotate at 70 KIAS
7. Airspeed at obstacle 78 KIAS
8. At 80 KIAS..... Flaps Up

ROP Climb

1. Oxygen As Required
2. Power Lever Full Forward
3. Mixture Full Rich
4. Airspeed V_y (101 KIAS)
After reaching altitude, for noise abatement considerations
 - Below 7500 Feet..... 120 KIAS
 - Above 7500 Feet 130 KIAS
5. Fuel Pump Low Boost
6. Fuel Flow..... Monitor
7. Engine Parameters..... Monitor
8. CHT..... 380° or Below
9. Fuel Pump (Above FL180) High Boost (Possible)

LOP Climb

1. Oxygen As Required
2. Power Lever Full Forward
3. Mixture 17.0-17.6 GPH
4. Min Airspeed 130 KIAS
5. Fuel Pump Low Boost
6. Fuel Flow Monitor
7. Engine Parameters Monitor
8. CHT 380°F or Below
9. Fuel Pump (Above FL180) High Boost (Possible)

Cruise

1. Oxygen As Required
2. Fuel Pump Off
3. Cruise Power Set
4. Mixture Lean as Required
5. Engine Parameters Monitor
6. Fuel Flow and Balance Monitor

Cruise Leaning

1. Max Cruise Power:
 - Power Level Max MAP at 2500 RPM
 - Mixture 17.6 GPH (~85% Power)
 - High CHT Below 380°F
2. Economy Cruise Power:
 - Power Level 24" MAP at 2500 RPM
 - Mixture 13.0-14.5 GPH (~63-69% Power)
 - High CHT Below 380°F

Maximum Cruise Power

1. Cruise Altitude Established
2. Power Lever 2700 RPM
3. Mixture Full Rich for 1-2 Mins
4. Highest CHT Verify Less than 380°F
5. Power Lever 2500 RPM at Max MAP (29.0"-29.6")
6. Fuel Pump Low Boost
7. Mixture Full Rich
8. Engine Parameters Monitor
9. Fuel Pump As Required

Descent

1. Altimeter Set
2. Cabin Heat / Defrost As Required
3. Landing Light On
4. Fuel System Check
5. Power As Required
6. Mixture As Required
7. Brake Pressure Check
8. Oxygen As Required
9. CHT 240°F or Higher

Rapid Descent

1. Altimeter Set
2. Power Lever Smoothly Reduce MAP 17 to 20"
3. Mixture CHT's above 240°F
4. Airspeed As Required
5. Oxygen As Required

Before Landing

1. Seat Belts and Harnesses..... Secure
2. Fuel Pump Low Boost
3. Fuel Selector Fullest Tank
4. Mixture..... Full Rich
5. Flaps As Required
6. Autopilot As Required

Normal Landing

1. Entry Power..... 15" MP
2. Entry Speed 120 KIAS
3. Abeam Power 11" MP
4. Abeam Flaps 50%
5. Abeam Speed 100 KIAS
6. Base Speed 90 KIAS
7. Approach Flaps 100%
8. Approach Speed 80 KIAS

Short Field Landing

1. Entry Power..... 15" MP
2. Entry Speed 120 KIAS
3. Abeam Power 11" MP
4. Abeam Flaps 50%
5. Abeam Speed 100 KIAS
6. Base Speed 90 KIAS
7. Approach Flaps 100%
8. Approach Speed 77 KIAS
9. Touchdown Flaps Up (0%)
10. Yoke Back
11. Brakes..... Maximum (No Skid)

Balked Landing

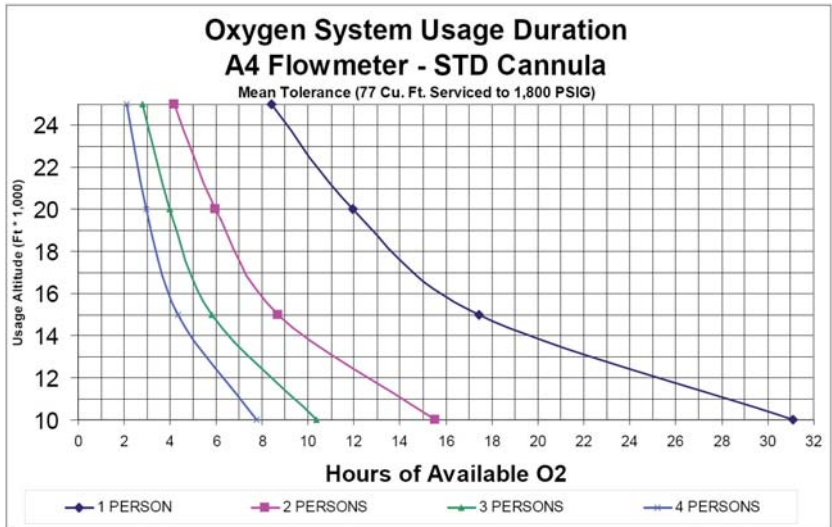
1. Autopilot..... Disengage
2. Power Lever Full Forward
3. Mixture Full Rich
4. Flaps 50%
5. Airspeed 75-80 KIAS
6. Flaps Up (0%)

After Landing

1. Power Lever 1000 RPM
2. Fuel Pump Off
3. Flaps Up
4. Transponder..... Stby
5. Lights..... As Required
6. Pitot Heat..... Off
7. Mixture Lean to Max Idle (X)

Shutdown

1. Avionics Switch Off
2. Fuel Pump (If Used)..... Off
3. Throttle Idle
4. Ignition/Mags Cycle
5. Mixture Cutoff
6. All Switches Off
7. Ignition/Mags Off
8. ELT..... Transmit Light Out
9. Chocks, Tie Downs, Pitot Cover As Required



Duration Chart Notes:

- Duration chart values are based on a 77 cu ft bottle capacity.
- Residual oxygen below 200 PSI has been factored out of the total oxygen quantity.
- Bottle capacity has been reduced five percent for safety.
- The installation of this equipment does not affect or change the performance characteristics of the airplane, which are detailed in Section 5 of the primary portion of the Pilot's Operating Handbook. No change from the basic handbook.

Performance Data

Takeoff Distance

| | |
|--|---|
| WEIGHT = 3400 LB Speed at Liftoff = 73 KIAS Speed over 50 Ft. Obstacle = 78 KIAS Flaps - 50% · Takeoff Pwr · Dry Paved | Headwind: Subtract 10% for each 12 knots headwind. Tailwind: Add 10% for each 2 knots tailwind up to 10 knots. Runway Slope: Ref. Factors. Dry Grass: Add 20% to Ground Roll. Wet Grass: Add 30% to Ground Roll. |
|--|---|

| PRESS ALT FT | DISTANCE FT | TEMPERATURE ~ °C | | | | | ISA |
|--------------------|--------------------|------------------|------|------|------|------|------|
| | | 0 | 10 | 20 | 30 | 40 | |
| SL | Grnd Roll | 917 | 990 | 1067 | 1146 | 1229 | 1028 |
| | 50 ft | 1432 | 1539 | 1650 | 1764 | 1883 | 1594 |
| 1000 | Grnd Roll | 1011 | 1092 | 1176 | 1264 | 1355 | 1117 |
| | 50 ft | 1574 | 1691 | 1813 | 1939 | 2069 | 1728 |
| 2000 | Grnd Roll | 1116 | 1206 | 1299 | 1395 | 1496 | 1215 |
| | 50 ft | 1732 | 1861 | 1995 | 2133 | 2276 | 1874 |
| 3000 | Grnd Roll | 1234 | 1332 | 1435 | 1542 | 1653 | 1323 |
| | 50 ft | 1907 | 2049 | 2196 | 2349 | 2507 | 2035 |
| 4000 | Grnd Roll | 1365 | 1474 | 1588 | 1706 | 1829 | 1441 |
| | 50 ft | 2102 | 2259 | 2422 | 2590 | 2764 | 2212 |
| 5000 | Grnd Roll | 1512 | 1633 | 1758 | 1889 | 2025 | 1572 |
| | 50 ft | 2320 | 2493 | 2673 | 2858 | 3051 | 2407 |
| 6000 | Grnd Roll | 1676 | 1810 | 1950 | 2095 | 2245 | 1717 |
| | 50 ft | 2564 | 2755 | 2953 | 3159 | 3371 | 2622 |
| 7000 | Grnd Roll | 1861 | 2009 | 2164 | 2325 | 2492 | 1877 |
| | 50 ft | 2837 | 3048 | 3267 | 3494 | 3729 | 2859 |
| 8000 | Grnd Roll | 2068 | 2233 | 2405 | 2584 | 2770 | 2054 |
| | 50 ft | 3142 | 3376 | 3619 | 3871 | 4131 | 3122 |
| 9000 | Grnd Roll | 2302 | 2485 | 2677 | 2875 | 3082 | 2250 |
| | 50 ft | 3485 | 3744 | 4014 | 4293 | 4581 | 3412 |
| 10000 | Grnd Roll | 2564 | 2769 | 2982 | 3204 | 3434 | 2468 |
| | 50 ft | 3870 | 4158 | 4457 | 4767 | 5088 | 3733 |

Takeoff Distance

| PRESS ALT FT | | DISTANCE FT | TEMPERATURE ~ °C | | | | | ISA |
|--------------------|-----------|--------------------|------------------|------|------|------|------|-----|
| | | | 0 | 10 | 20 | 30 | 40 | |
| SL | Grnd Roll | 610 | 659 | 710 | 763 | 818 | 684 | |
| | 50 ft | 971 | 1043 | 1118 | 1195 | 1275 | 1080 | |
| 1000 | Grnd Roll | 673 | 727 | 783 | 841 | 902 | 743 | |
| | 50 ft | 1066 | 1146 | 1228 | 1313 | 1401 | 1170 | |
| 2000 | Grnd Roll | 743 | 802 | 864 | 929 | 995 | 809 | |
| | 50 ft | 1173 | 1260 | 1351 | 1444 | 1541 | 1269 | |
| 3000 | Grnd Roll | 821 | 887 | 955 | 1026 | 1100 | 880 | |
| | 50 ft | 1292 | 1388 | 1487 | 1590 | 1697 | 1378 | |
| 4000 | Grnd Roll | 908 | 981 | 1057 | 1135 | 1217 | 959 | |
| | 50 ft | 1424 | 1530 | 1639 | 1753 | 1871 | 1498 | |
| 5000 | Grnd Roll | 1006 | 1086 | 1170 | 1257 | 1348 | 1046 | |
| | 50 ft | 1571 | 1688 | 1809 | 1935 | 2065 | 1630 | |
| 6000 | Grnd Roll | 1116 | 1205 | 1298 | 1394 | 1494 | 1143 | |
| | 50 ft | 1736 | 1865 | 1999 | 2138 | 2281 | 1775 | |
| 7000 | Grnd Roll | 1238 | 1337 | 1440 | 1547 | 1659 | 1249 | |
| | 50 ft | 1920 | 2063 | 2211 | 2365 | 2523 | 1936 | |
| 8000 | Grnd Roll | 1376 | 1486 | 1601 | 1720 | 1843 | 1367 | |
| | 50 ft | 2127 | 2285 | 2449 | 2619 | 2795 | 2113 | |
| 9000 | Grnd Roll | 1532 | 1654 | 1781 | 1914 | 2051 | 1498 | |
| | 50 ft | 2359 | 2534 | 2716 | 2904 | 3099 | 2309 | |
| 10000 | Grnd Roll | 1707 | 1843 | 1985 | 2132 | 2285 | 1643 | |
| | 50 ft | 2619 | 2814 | 3016 | 3225 | 3441 | 2527 | |

WEIGHT = 2900 LB
Speed at Liftoff = 70 KIAS
Speed over 50 Ft Obstacle = 74 KIAS
 Flaps - 50% · Takeoff Pwr · Dry Paved

Headwind: Subtract 10% for each 12 knots headwind.
Tailwind: Add 10% for each 2 knots tailwind up to 10 knots.
Runway Slope: Ref. Factors.
Dry Grass: Add 20% to Ground Roll.
Wet Grass: Add 30% to Ground Roll.

Time, Fuel and Distance to Climb

Rich of Peak Climb Technique

Conditions:

- Power.....Full Throttle
- Mixture..... Full Rich (35 GPH)
- Fuel Density..... 6.0 LB/GAL
- Weight 3400 LB
- Winds..... Zero
- Climb Airspeed Noted

Example:

- Outside Air Temp ISA
- Weight..... 3400 LB
- Airport Press..... 2000 FT
- Pressure Altitude..... 12000 FT
- Time to Climb..... 10.5 Minutes
- Fuel to Climb..... 6.1 Gallon
- Distance to Climb..... 24.7 NM

| Press Alt FT | OAT (ISA) °C | Climb Speed KIAS | Time Minutes | Fuel U.S. Gal | Distance NM |
|-----------------|--------------------|------------------------|-----------------|------------------|----------------|
| Sea Level | 15 | 100 | 0.0 | 0.0 | 0.0 |
| 1,000 | 13 | 120 | 0.9 | 0.5 | 1.8 |
| 2,000 | 11 | 120 | 1.8 | 1.1 | 3.7 |
| 3,000 | 9 | 120 | 2.7 | 1.6 | 5.6 |
| 4,000 | 7 | 120 | 3.6 | 2.2 | 7.5 |
| 5,000 | 5 | 120 | 4.5 | 2.7 | 9.5 |
| 6,000 | 3 | 120 | 5.5 | 3.2 | 11.5 |
| 7,000 | 1 | 120 | 6.4 | 3.8 | 13.5 |
| 8,000 | -1 | 130 | 7.5 | 4.4 | 16.3 |
| 9,000 | -3 | 130 | 8.6 | 5.1 | 19.1 |
| 10,000 | -5 | 130 | 9.8 | 5.8 | 22.1 |
| 11,000 | -7 | 130 | 11.0 | 6.5 | 25.2 |
| 12,000 | -9 | 130 | 12.3 | 7.2 | 28.4 |
| 13,000 | -11 | 130 | 13.5 | 8.0 | 31.7 |
| 14,000 | -13 | 130 | 14.8 | 8.8 | 35.2 |
| 15,000 | -15 | 130 | 16.2 | 9.6 | 38.8 |
| 16,000 | -17 | 130 | 17.5 | 10.4 | 42.6 |
| 17,000 | -19 | 130 | 18.9 | 11.2 | 46.6 |
| 18,000 | -21 | 130 | 20.4 | 12.1 | 50.8 |
| 19,000 | -23 | 130 | 21.9 | 12.9 | 55.1 |
| 20,000 | -25 | 130 | 23.4 | 13.9 | 59.7 |
| 21,000 | -27 | 130 | 25.0 | 14.8 | 64.5 |
| 22,000 | -29 | 130 | 26.6 | 15.8 | 69.5 |
| 23,000 | -31 | 130 | 28.3 | 16.8 | 74.8 |
| 24,000 | -33 | 130 | 30.1 | 17.8 | 80.4 |
| 25,000 | -35 | 130 | 31.9 | 18.9 | 86.3 |

Time, Fuel and Distance to Climb

Lean of Peak Climb Technique

Conditions:

- Power.....Full Throttle
- Mixture..... 17.0-17.6 GPH to FL180
- Full Rich (35 GPH) above FL180
- Fuel Density..... 6.0 LB/GAL
- Weight 3400 LB
- Winds..... Zero
- Climb Airspeed Noted

Example:

- Outside Air Temp ISA
- Weight..... 3400 LB
- Airport Press..... 2000 FT
- Pressure Altitude..... 12000 FT
- Time to Climb..... 16.1 Minutes
- Fuel to Climb..... 4.6 Gallon
- Distance to Climb..... 39.1 NM

• Note •

- Monitor Cylinder Head Temperatures in LOP climb; if cylinder head temperatures consistently exceed 380°F, use higher airspeeds for better cooling, and/or make further reductions in fuel flow. If for any reasons, CHTs exceed 410°F, use the *Rich of Peak Cruise Climb Procedure*.

| Press Alt FT | OAT (ISA) °C | Climb Speed KIAS | Time Minutes | Fuel U.S. Gal | Distance NM |
|-----------------|--------------------|------------------------|-----------------|------------------|----------------|
| Sea Level | 15 | 100 | 0.0 | 0.0 | 0.0 |
| 1,000 | 13 | 130 | 1.4 | 0.4 | 3.1 |
| 2,000 | 11 | 130 | 2.8 | 0.8 | 6.2 |
| 3,000 | 9 | 130 | 4.3 | 1.2 | 9.5 |
| 4,000 | 7 | 130 | 5.7 | 1.7 | 12.9 |
| 5,000 | 5 | 130 | 7.2 | 2.1 | 16.4 |
| 6,000 | 3 | 130 | 8.8 | 2.5 | 20.1 |
| 7,000 | 1 | 130 | 10.4 | 3.0 | 23.9 |
| 8,000 | -1 | 130 | 12.0 | 3.5 | 27.8 |
| 9,000 | -3 | 130 | 13.6 | 3.9 | 31.9 |
| 10,000 | -5 | 130 | 15.3 | 4.4 | 36.2 |
| 11,000 | -7 | 130 | 17.1 | 4.9 | 40.7 |
| 12,000 | -9 | 130 | 18.9 | 5.4 | 45.3 |
| 13,000 | -11 | 130 | 20.7 | 6.0 | 50.1 |
| 14,000 | -13 | 130 | 22.6 | 6.5 | 55.2 |
| 15,000 | -15 | 130 | 24.5 | 7.1 | 60.5 |
| 16,000 | -17 | 130 | 26.5 | 7.6 | 66.0 |
| 17,000 | -19 | 130 | 28.6 | 8.2 | 71.8 |
| 18,000 | -21 | 130 | 30.7 | 8.8 | 77.9 |
| 19,000 | -23 | 130 | 32.2 | 9.7 | 82.2 |
| 20,000 | -25 | 130 | 33.7 | 10.6 | 86.8 |

Time, Fuel and Distance to Climb (Cont)

Lean of Peak Climb Technique

| Press Alt FT | OAT (ISA) °C | Climb Speed KIAS | Time Minutes | Fuel U.S. Gal | Distance NM |
|-----------------|--------------------|------------------------|-----------------|------------------|----------------|
| 21,000 | -27 | 130 | 35.3 | 11.6 | 91.6 |
| 22,000 | -29 | 130 | 36.9 | 12.5 | 96.6 |
| 23,000 | -31 | 130 | 38.6 | 13.5 | 101.9 |
| 24,000 | -33 | 130 | 40.4 | 14.6 | 107.5 |
| 25,000 | -35 | 130 | 42.2 | 15.7 | 113.4 |

Range / Endurance Profile

For Serial Numbers 2334, 2420, 2438 and subsequent

Rich of Peak Climb Technique

Conditions:

- Power.....As Noted
- Climb Technique Rich of Peak
- Takeoff Weight.....3400 Lb
- Winds..... Zero
- Total Fuel..... 92 Gallons

Example:

- Cruise Pressure Alt..... 22000 ft
- Climb Technique Rich of Peak
- Power 85%
- Fuel to Climb..... 15.8 Gal
- Cruise Fuel Flow 17.6 GPH
- True Airspeed..... 205 KTAS
- Endurance.....3.7 Hours
- Range819 NM

• Note •

Note:Fuel Remaining for Cruise is equal to 92.0 gallons usable, less 1.5 gallons for taxi, less climb fuel, less 10.5 gallons for 45 minutes IFR reserve fuel at 60% Power.

| 85% POWER (Lean of Peak Cruise Fuel Flow, ROP Climb) | | | | | | | |
|---|------------|---------------------------|----------|-----------|-----------|-------|----------------|
| Press Alt | Climb Fuel | Fuel Remaining For Cruise | Airspeed | Fuel Flow | Endurance | Range | Specific Range |
| FT | Gal | Gal | KTAS | GPH | Hours | NM | Nm/Gal |
| 2,000 | 1.1 | 78.9 | 168 | 17.6 | 4.5 | 758 | 9.6 |
| 4,000 | 2.2 | 77.8 | 171 | 17.6 | 4.4 | 765 | 9.7 |
| 6,000 | 3.2 | 76.8 | 175 | 17.6 | 4.4 | 774 | 9.9 |
| 8,000 | 4.4 | 75.6 | 178 | 17.6 | 4.3 | 781 | 10.1 |
| 10,000 | 5.8 | 74.2 | 182 | 17.6 | 4.2 | 789 | 10.3 |
| 12,000 | 7.2 | 72.8 | 186 | 17.6 | 4.1 | 795 | 10.5 |
| 14,000 | 8.8 | 71.2 | 189 | 17.6 | 4.0 | 802 | 10.8 |
| 16,000 | 10.4 | 69.6 | 193 | 17.6 | 4.0 | 808 | 11.0 |
| 18,000 | 12.1 | 67.9 | 198 | 17.6 | 3.9 | 813 | 11.2 |
| 20,000 | 13.9 | 66.1 | 201 | 17.6 | 3.8 | 816 | 11.4 |
| 22,000 | 15.8 | 64.2 | 205 | 17.6 | 3.7 | 819 | 11.7 |
| 24,000 | 17.8 | 62.2 | 209 | 17.6 | 3.5 | 820 | 11.9 |
| 25,000 | 18.9 | 61.1 | 211 | 17.6 | 3.5 | 820 | 12.0 |

Range / Endurance Profile (Cont)

For Serial Numbers 2334, 2420, 2438 and subsequent

Rich of Peak Climb Technique

| 75% POWER (Lean of Peak Cruise Fuel Flow, ROP Climb) | | | | | | | |
|---|------------|---------------------------|----------|-----------|-----------|-------|----------------|
| Press Alt | Climb Fuel | Fuel Remaining For Cruise | Airspeed | Fuel Flow | Endurance | Range | Specific Range |
| FT | Gal | Gal | KTAS | GPH | Hours | NM | Nm/Gal |
| 2,000 | 1.1 | 78.9 | 161 | 16.0 | 4.9 | 797 | 10.0 |
| 4,000 | 2.2 | 77.8 | 164 | 16.0 | 4.9 | 805 | 10.2 |
| 6,000 | 3.2 | 76.8 | 167 | 16.0 | 4.8 | 813 | 10.4 |
| 8,000 | 4.4 | 75.6 | 170 | 16.0 | 4.7 | 821 | 10.7 |
| 10,000 | 5.8 | 74.2 | 174 | 16.0 | 4.6 | 828 | 10.9 |
| 12,000 | 7.2 | 72.8 | 177 | 16.0 | 4.5 | 835 | 11.1 |
| 14,000 | 8.8 | 71.2 | 181 | 16.0 | 4.5 | 841 | 11.3 |
| 16,000 | 10.4 | 69.6 | 185 | 16.0 | 4.4 | 847 | 11.6 |
| 18,000 | 12.1 | 67.9 | 189 | 16.0 | 4.2 | 852 | 11.8 |
| 20,000 | 13.9 | 66.1 | 192 | 16.0 | 4.1 | 855 | 12.0 |
| 22,000 | 15.8 | 64.2 | 196 | 16.0 | 4.0 | 857 | 12.3 |
| 24,000 | 17.8 | 62.2 | 200 | 16.0 | 3.9 | 857 | 12.5 |
| 25,000 | 18.9 | 61.1 | 202 | 16.0 | 3.8 | 857 | 12.6 |

Range / Endurance Profile (Cont)

For Serial Numbers 2334, 2420, 2438 and subsequent

Rich of Peak Climb Technique

| 65% POWER (Lean of Peak Cruise Fuel Flow, ROP Climb) | | | | | | | |
|---|-------------------|----------------------------------|-----------------|------------------|------------------|--------------|-----------------------|
| Press Alt | Climb Fuel | Fuel Remaining For Cruise | Airspeed | Fuel Flow | Endurance | Range | Specific Range |
| FT | Gal | Gal | KTAS | GPH | Hours | NM | Nm/Gal |
| 2,000 | 1.1 | 78.9 | 153 | 14.0 | 5.6 | 865 | 10.9 |
| 4,000 | 2.2 | 77.8 | 156 | 14.0 | 5.6 | 873 | 11.1 |
| 6,000 | 3.2 | 76.8 | 159 | 14.0 | 5.5 | 882 | 11.3 |
| 8,000 | 4.4 | 75.6 | 162 | 14.0 | 5.4 | 890 | 11.6 |
| 10,000 | 5.8 | 74.2 | 165 | 14.0 | 5.3 | 897 | 11.8 |
| 12,000 | 7.2 | 72.8 | 168 | 14.0 | 5.2 | 903 | 12.0 |
| 14,000 | 8.8 | 71.2 | 172 | 14.0 | 5.1 | 909 | 12.3 |
| 16,000 | 10.4 | 69.6 | 175 | 14.0 | 5.0 | 915 | 12.5 |
| 18,000 | 12.1 | 67.9 | 179 | 14.0 | 4.9 | 919 | 12.8 |
| 20,000 | 13.9 | 66.1 | 182 | 14.0 | 4.7 | 921 | 13.0 |
| 22,000 | 15.8 | 64.2 | 186 | 14.0 | 4.6 | 922 | 13.3 |
| 24,000 | 17.8 | 62.2 | 189 | 14.0 | 4.4 | 921 | 13.5 |
| 25,000 | 18.9 | 61.1 | 191 | 14.0 | 4.4 | 921 | 13.6 |

Range / Endurance Profile

For Serial Numbers 2334, 2420, 2438 and subsequent

Lean of Peak Climb Technique

Conditions:

- Power As Noted
- Climb Technique..... Lean of Peak
- Takeoff Weight 3400 Lb
- WindsZero
- Total Fuel.....92 Gallons

Example:

Cruise Pressure Alt22000 ft
 Climb Technique.....Lean of Peak
 Power......85%
 Fuel to Climb 12.5 Gal
 Cruise Fuel Flow 17.6 GPH
 True Airspeed205 KTAS
 Endurance 3.8 Hours
 Range..... 883 NM

• Note •

- Fuel Remaining for Cruise is equal to 92.0 gallons usable, less 1.5 gallons for taxi, less climb fuel, less 10.5 gallons for 45 minutes IFR reserve fuel at 60% Power.

This chart is applicable only if Lean of Peak climb technique is used; use Rich of Peak Range / Endurance Profile chart if Rich of Peak climb technique is used.

| 85% POWER (Lean of Peak Cruise Fuel Flow, LOP Climb) | | | | | | | |
|---|------------|---------------------------|----------|-----------|-----------|-------|----------------|
| Press Alt | Climb Fuel | Fuel Remaining For Cruise | Airspeed | Fuel Flow | Endurance | Range | Specific Range |
| FT | Gal | Gal | KTAS | GPH | Hours | NM | Nm/Gal |
| 2,000 | 0.8 | 79.2 | 168 | 17.6 | 4.5 | 763 | 9.6 |
| 4,000 | 1.7 | 78.3 | 171 | 17.6 | 4.5 | 776 | 9.7 |
| 6,000 | 2.5 | 77.5 | 175 | 17.6 | 4.4 | 789 | 9.9 |
| 8,000 | 3.5 | 76.5 | 178 | 17.6 | 4.3 | 803 | 10.1 |
| 10,000 | 4.4 | 75.6 | 182 | 17.6 | 4.3 | 817 | 10.3 |
| 12,000 | 5.4 | 74.6 | 186 | 17.6 | 4.2 | 831 | 10.5 |
| 14,000 | 6.5 | 73.5 | 189 | 17.6 | 4.2 | 846 | 10.8 |
| 16,000 | 7.6 | 72.4 | 193 | 17.6 | 4.1 | 861 | 11.0 |
| 18,000 | 8.8 | 71.2 | 198 | 17.6 | 4.0 | 876 | 11.2 |
| 20,000 | 10.6 | 69.4 | 201 | 17.6 | 3.9 | 880 | 11.4 |
| 22,000 | 12.5 | 67.5 | 205 | 17.6 | 3.8 | 883 | 11.7 |
| 24,000 | 14.6 | 65.4 | 209 | 17.6 | 3.7 | 885 | 11.9 |
| 25,000 | 15.7 | 64.3 | 211 | 17.6 | 3.7 | 886 | 12.0 |

Range / Endurance Profile (Cont)

For Serial Numbers 2334, 2420, 2438 and subsequent

Lean of Peak Climb Technique

| 75% POWER (Lean of Peak Cruise Fuel Flow, LOP Climb) | | | | | | | |
|--|------------|---------------------------|----------|-----------|-----------|-------|----------------|
| Press Alt | Climb Fuel | Fuel Remaining For Cruise | Airspeed | Fuel Flow | Endurance | Range | Specific Range |
| FT | Gal | Gal | KTAS | GPH | Hours | NM | Nm/Gal |
| 2,000 | 0.8 | 79.2 | 161 | 16.0 | 4.9 | 802 | 10.0 |
| 4,000 | 1.7 | 78.3 | 164 | 16.0 | 4.9 | 815 | 10.2 |
| 6,000 | 2.5 | 77.5 | 167 | 16.0 | 4.8 | 829 | 10.4 |
| 8,000 | 3.5 | 76.5 | 170 | 16.0 | 4.8 | 843 | 10.7 |
| 10,000 | 4.4 | 75.6 | 174 | 16.0 | 4.7 | 857 | 10.9 |
| 12,000 | 5.4 | 74.6 | 177 | 16.0 | 4.7 | 872 | 11.1 |
| 14,000 | 6.5 | 73.5 | 181 | 16.0 | 4.6 | 887 | 11.3 |
| 16,000 | 7.6 | 72.4 | 185 | 16.0 | 4.5 | 902 | 11.6 |
| 18,000 | 8.8 | 71.2 | 189 | 16.0 | 4.4 | 917 | 11.8 |
| 20,000 | 10.6 | 69.4 | 192 | 16.0 | 4.3 | 921 | 12.0 |
| 22,000 | 12.5 | 67.5 | 196 | 16.0 | 4.2 | 923 | 12.3 |
| 24,000 | 14.6 | 65.4 | 200 | 16.0 | 4.1 | 925 | 12.5 |
| 25,000 | 15.7 | 64.3 | 202 | 16.0 | 4.0 | 925 | 12.6 |

Range / Endurance Profile (Cont)

For Serial Numbers 2334, 2420, 2438 and subsequent

Lean of Peak Climb Technique

| 65% POWER (Lean of Peak Cruise Fuel Flow, LOP Climb) | | | | | | | |
|---|-------------------|----------------------------------|-----------------|------------------|------------------|--------------|-----------------------|
| Press Alt | Climb Fuel | Fuel Remaining For Cruise | Airspeed | Fuel Flow | Endurance | Range | Specific Range |
| FT | Gal | Gal | KTAS | GPH | Hours | NM | Nm/Gal |
| 2,000 | 0.8 | 79.2 | 153 | 14.0 | 5.7 | 870 | 10.9 |
| 4,000 | 1.7 | 78.3 | 156 | 14.0 | 5.6 | 884 | 11.1 |
| 6,000 | 2.5 | 77.5 | 159 | 14.0 | 5.5 | 898 | 11.3 |
| 8,000 | 3.5 | 76.5 | 162 | 14.0 | 5.5 | 913 | 11.6 |
| 10,000 | 4.4 | 75.6 | 165 | 14.0 | 5.4 | 927 | 11.8 |
| 12,000 | 5.4 | 74.6 | 168 | 14.0 | 5.3 | 942 | 12.0 |
| 14,000 | 6.5 | 73.5 | 172 | 14.0 | 5.2 | 957 | 12.3 |
| 16,000 | 7.6 | 72.4 | 175 | 14.0 | 5.2 | 972 | 12.5 |
| 18,000 | 8.8 | 71.2 | 179 | 14.0 | 5.1 | 988 | 12.8 |
| 20,000 | 10.6 | 69.4 | 182 | 14.0 | 5.0 | 990 | 13.0 |
| 22,000 | 12.5 | 67.5 | 186 | 14.0 | 4.8 | 992 | 13.3 |
| 24,000 | 14.6 | 65.4 | 189 | 14.0 | 4.7 | 992 | 13.5 |
| 25,000 | 15.7 | 64.3 | 191 | 14.0 | 4.6 | 992 | 13.6 |

Cruise Performance

Conditions:

- Power As Noted
- Mixture As Noted
- Cruise Weight.....3200 LB
- WindsZero

Example:

Outside Air Temp -9° C
 Cruise Press Alt..... 12000 FT
 Manifold Pressure..... 29.5"
 Fuel Flow 176 GPH

% Power 85%
 True Airspeed 186 Knots

• Note •

- Subtract 10 Kts if nose wheel fairings removed.
- Monitor Cylinder Heat Temperatures, if any persistently exceeds 380°F, then LEAN the mixture further in 0.3 gph increments until all CHT's are under 380°F. As a rule of thumb, each 0.5 gph change in fuel flow when LOP, and near 380°F, will result in approximately a 15° F change in CHT. Increasing fuel flow will make the CHT hotter. Decreasing fuel flow will make the CHT cooler. It may take several minutes for the CHTs to fully stabilize after a change in fuel flow.

| 2000 Feet Pressure Altitude | | | | | | |
|-----------------------------|--------------|-----------|---------------|----------------------|-------------|---------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-19° C) | ISA (11° C) | ISA + 30° C (41° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 162 | 168 | 174 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 155 | 161 | 166 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 147 | 153 | 158 |

| 4000 Feet Pressure Altitude | | | | | | |
|-----------------------------|--------------|-----------|---------------|----------------------|------------|---------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-23° C) | ISA (7° C) | ISA + 30° C (37° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 165 | 171 | 177 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 158 | 164 | 169 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 150 | 156 | 161 |

| 6000 Feet Pressure Altitude | | | | | | |
|-----------------------------|--------------|-----------|---------------|----------------------|------------|---------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-27° C) | ISA (3° C) | ISA + 30° C (33° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 168 | 175 | 181 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 161 | 167 | 173 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 153 | 159 | 164 |

Cruise Performance (Cont)

| 8000 Feet Pressure Altitude | | | | | | |
|-----------------------------|--------------|-----------|---------------|----------------------|-------------|---------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-31° C) | ISA (-1° C) | ISA + 30° C (29° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 172 | 178 | 184 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 164 | 170 | 176 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 156 | 162 | 167 |

| 10000 Feet Pressure Altitude | | | | | | |
|------------------------------|--------------|-----------|---------------|----------------------|-------------|---------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-35° C) | ISA (-5° C) | ISA + 30° C (25° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 175 | 182 | 188 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 167 | 174 | 180 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 159 | 165 | 171 |

| 12000 Feet Pressure Altitude | | | | | | |
|------------------------------|--------------|-----------|---------------|----------------------|-------------|---------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-39° C) | ISA (-9° C) | ISA + 30° C (21° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 178 | 186 | 194 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 171 | 177 | 184 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 162 | 168 | 174 |

| 14000 Feet Pressure Altitude | | | | | | |
|------------------------------|--------------|-----------|---------------|----------------------|--------------|---------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-43° C) | ISA (-13° C) | ISA + 30° C (17° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 182 | 189 | 196 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 174 | 181 | 187 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 165 | 172 | 178 |

| 16000 Feet Pressure Altitude | | | | | | |
|------------------------------|--------------|-----------|---------------|----------------------|--------------|---------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-47° C) | ISA (-17° C) | ISA + 30° C (13° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 186 | 193 | 200 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 178 | 185 | 191 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 169 | 175 | 182 |

Cruise Performance (Cont)

| 18000 Feet Pressure Altitude | | | | | | |
|------------------------------|--------------|-----------|---------------|----------------------|--------------|--------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-51° C) | ISA (-21° C) | ISA + 30° C (9° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 190 | 198 | 205 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 181 | 189 | 196 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 172 | 179 | 185 |

| 20000 Feet Pressure Altitude | | | | | | |
|------------------------------|--------------|-----------|---------------|----------------------|--------------|--------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-55° C) | ISA (-25° C) | ISA + 30° C (5° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 193 | 201 | 209 |
| 29.0-29.5 | 2500 | 16.8 | 80% | 189 | 197 | 204 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 185 | 192 | 199 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 175 | 182 | 189 |

| 22000 Feet Pressure Altitude | | | | | | |
|------------------------------|--------------|-----------|---------------|----------------------|--------------|--------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-59° C) | ISA (-29° C) | ISA + 30° C (1° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 197 | 205 | 213 |
| 29.0-29.5 | 2500 | 16.8 | 80% | 193 | 201 | 208 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 188 | 196 | 203 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 178 | 186 | 193 |

| 24000 Feet Pressure Altitude | | | | | | |
|------------------------------|--------------|-----------|---------------|----------------------|--------------|---------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-63° C) | ISA (-33° C) | ISA + 30° C (-3° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 201 | 209 | 217 |
| 29.0-29.5 | 2500 | 16.8 | 80% | 196 | 205 | 212 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 192 | 200 | 207 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 182 | 189 | 196 |

Cruise Performance (Cont)

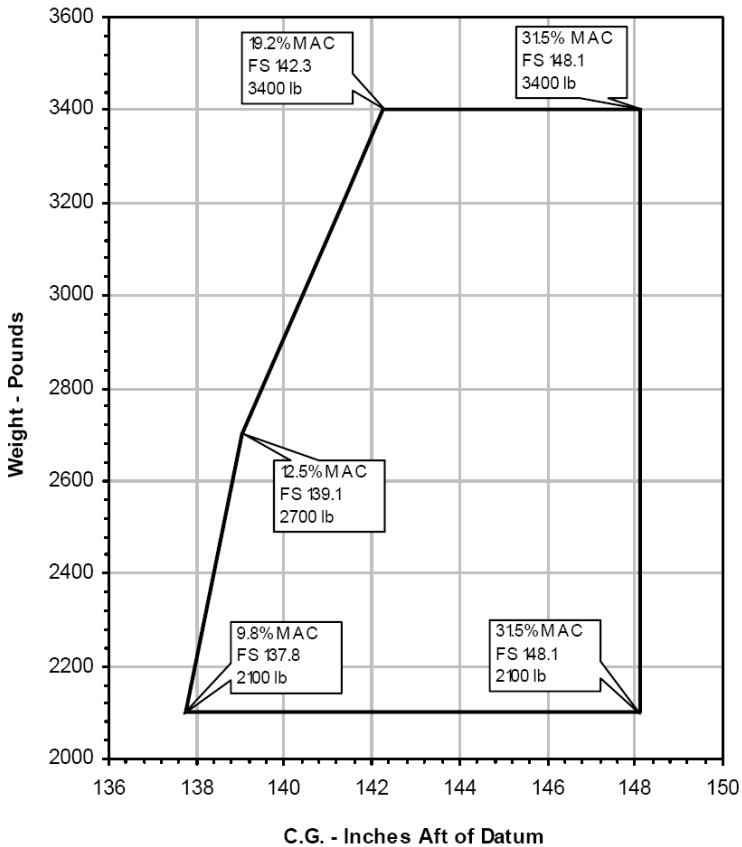
| 25000 Feet Pressure Altitude | | | | | | |
|------------------------------|--------------|-----------|---------------|----------------------|--------------|---------------------|
| Manifold Pressure | Engine Speed | Fuel Flow | Percent Power | ISA - 30° C (-65° C) | ISA (-35° C) | ISA + 30° C (-5° C) |
| MAP | RPM | GPH | PWR | KTAS | KTAS | KTAS |
| 29.0-29.5 | 2500 | 17.6 | 85% | 203 | 211 | 219 |
| 29.0-29.5 | 2500 | 16.8 | 80% | 198 | 207 | 215 |
| 26.0-28.0 | 2500 | 16.0 | 75% | 193 | 202 | 209 |
| 22.0-25.0 | 2500 | 14.0 | 65% | 183 | 191 | 198 |

Landing Distance

| WEIGHT = 3400 LB Speed over 50 Ft Obstacle = 77 KIAS Flaps - 100% · Idle · Dry, Level Paved Surface | | Headwind: Subtract 10% for each 13 knots headwind. Tailwind: Add 10% for each 2 knots tailwind up to 10 knots. Runway Slope: Ref. Factors. Dry Grass: Add 20% to Ground Roll Wet Grass: Add 60% to Ground Roll | | | | | |
|---|-----------------------------|---|-----------|-----------|-----------|-----------|------------|
| PRESS ALT FT | DISTANCE FT | TEMPERATURE ~ °C | | | | | ISA |
| | | 0 | 10 | 20 | 30 | 40 | |
| SL | Grnd Roll | 1082 | 1121 | 1161 | 1200 | 1240 | 1141 |
| | Total | 2262 | 2316 | 2372 | 2428 | 2485 | 2344 |
| 1000 | Grnd Roll | 1122 | 1163 | 1204 | 1245 | 1286 | 1175 |
| | Total | 2317 | 2374 | 2433 | 2492 | 2551 | 2391 |
| 2000 | Grnd Roll | 1163 | 1206 | 1248 | 1291 | 1334 | 1210 |
| | Total | 2375 | 2436 | 2497 | 2559 | 2621 | 2441 |
| 3000 | Grnd Roll | 1207 | 1251 | 1295 | 1339 | 1384 | 1247 |
| | Total | 2437 | 2501 | 2565 | 2630 | 2696 | 2493 |
| 4000 | Grnd Roll | 1252 | 1298 | 1344 | 1390 | 1436 | 1285 |
| | Total | 2503 | 2569 | 2637 | 2705 | 2774 | 2548 |
| 5000 | Grnd Roll | 1300 | 1348 | 1395 | 1443 | 1490 | 1324 |
| | Total | 2572 | 2642 | 2713 | 2785 | 2857 | 2605 |
| 6000 | Grnd Roll | 1350 | 1399 | 1449 | 1498 | 1547 | 1365 |
| | Total | 2645 | 2719 | 2794 | 2869 | 2945 | 2665 |
| 7000 | Grnd Roll | 1402 | 1453 | 1504 | 1556 | 1607 | 1408 |
| | Total | 2723 | 2800 | 2879 | 2958 | 3038 | 2728 |
| 8000 | Grnd Roll | 1456 | 1509 | 1563 | 1616 | 1669 | 1452 |
| | Total | 2805 | 2887 | 2969 | 3052 | 3136 | 2794 |
| 9000 | Grnd Roll | 1513 | 1569 | 1624 | 1679 | 1735 | 1497 |
| | Total | 2892 | 2978 | 3064 | 3152 | 3240 | 2863 |
| 10000 | Grnd Roll | 1573 | 1630 | 1688 | 1746 | 1803 | 1545 |
| | Total | 2984 | 3074 | 3165 | 3257 | 3350 | 2936 |

Center of Gravity Limits

The charts below depict the airplane center-of-gravity envelope in terms of inches aft of the reference datum and as a percentage of the Mean Aerodynamic Cord (MAC). The relationship between the two is detailed in the weighing instructions.



Weight & Balance Loading Form

Serial Num: _____ Date: _____

Reg. Num: _____ Initials: _____

| Item | Description | Weight LB | Moment/ 1000 |
|------|--|--------------|-----------------|
| 1. | Basic Empty Weight <i>Includes unusable fuel & full oil</i> | | |
| 2. | Front Seat Occupants <i>Pilot & Passenger (total)</i> | | |
| 3. | Rear Seat Occupants | | |
| 4. | Baggage Area <i>130 lb maximum</i> | | |
| 5. | Zero Fuel Condition Weight <i>Sub total item 1 thru 4</i> | | |
| 6. | Fuel Loading <i>92 Gallon @ 6.0 lb/gal. Maximum</i> | | |
| 7. | Ramp Condition Weight <i>Sub total item 5 and 6</i> | | |
| 8. | Fuel for start, taxi, and runup <i>Normally 9 lb at average moment of 1394.</i> | - | - |
| 9. | Takeoff Condition Weight <i>Subtract item 8 from item 7</i> | | |

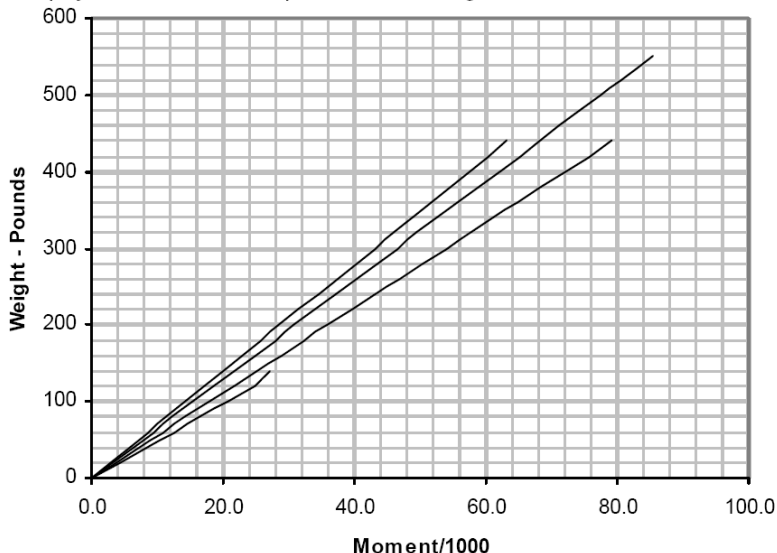
• Note •

The Takeoff Condition Weight must not exceed 3400 lb.

The Takeoff Condition Moment must be within the Minimum Moment to Maximum Moment range at the Takeoff Condition Weight. (Refer to Moment Limits).

Loading Data

Use the following chart or table to determine the moment/1000 for fuel and payload items to complete the Loading Form.



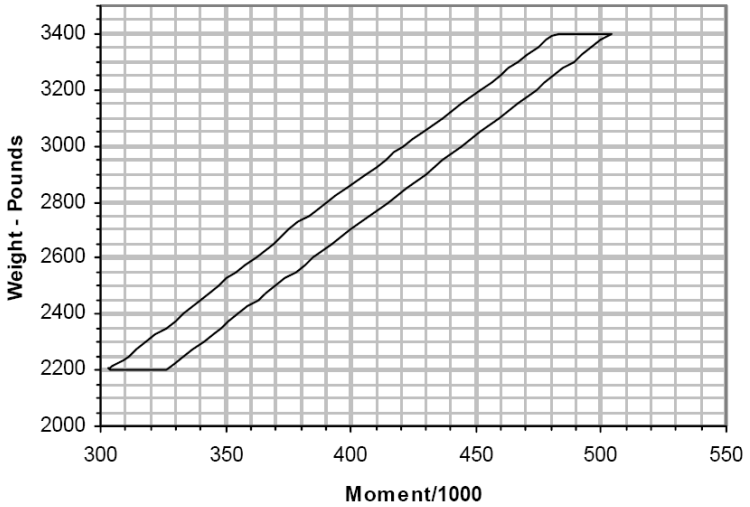
| Weight LB | Fwd Pass FS 143.5 | Aft Pass FS 180.0 | Baggage FS 208.0 | Fuel FS 154.9 | Weight LB | Fwd Pass FS 143.5 | Aft Pass FS 180.0 | Fuel FS 154.9 |
|--------------|----------------------|----------------------|---------------------|------------------|--------------|----------------------|----------------------|------------------|
| 20 | 2.87 | 3.6 | 4.16 | 3.098 | 300 | 43.05 | 54 | 46.47 |
| 40 | 5.74 | 7.2 | 8.32 | 6.196 | 320 | 45.92 | 57.6 | 49.568 |
| 60 | 8.61 | 10.8 | 12.48 | 9.294 | 340 | 48.79 | 61.2 | 52.666 |
| 80 | 11.48 | 14.4 | 16.64 | 12.392 | 360 | 51.66 | 64.8 | 55.764 |
| 100 | 14.35 | 18 | 20.8 | 15.49 | 380 | 54.53 | 68.4 | 58.862 |
| 120 | 17.22 | 21.6 | 24.96 | 18.588 | 400 | 57.4 | 72 | 61.96 |
| 140 | 20.09 | 25.2 | 27.04* | 21.686 | 420 | 60.27 | 75.6 | 65.058 |
| 160 | 22.96 | 28.8 | | 24.784 | 440 | 63.14 | 79.2 | 68.156 |
| 180 | 25.83 | 32.4 | | 27.882 | 460 | | | 71.254 |
| 200 | 28.7 | 36 | | 30.98 | 480 | | | 74.352 |
| 220 | 31.57 | 39.6 | | 34.078 | 500 | | | 77.45 |
| 240 | 34.44 | 43.2 | | 37.176 | 520 | | | 80.548 |
| 260 | 37.31 | 46.8 | | 40.274 | 552** | | | 85.5048 |
| 280 | 40.18 | 50.4 | | 43.372 | | | | |

*130 lb Maximum

**92 U.S. Gallons Usable

Moment Limits

Use the following chart or table to determine if the weight and moment from the completed Weight and Balance Loading Form (Figure 6-7) are within limits.



| Weight LB | Moment/1000 | | Weight LB | Moment/1000 | |
|--------------|-------------|---------|--------------|-------------|---------|
| | Minimum | Maximum | | Minimum | Maximum |
| 2200 | 304 | 326 | 2850 | 398 | 422 |
| 2250 | 311 | 333 | 2900 | 406 | 430 |
| 2300 | 318 | 341 | 2950 | 414 | 437 |
| 2350 | 326 | 348 | 3000 | 421 | 444 |
| 2400 | 333 | 355 | 3050 | 429 | 452 |
| 2450 | 340 | 363 | 3100 | 437 | 459 |
| 2500 | 347 | 370 | 3150 | 444 | 467 |
| 2550 | 354 | 378 | 3200 | 452 | 474 |
| 2600 | 362 | 385 | 3250 | 460 | 481 |
| 2650 | 369 | 392 | 3300 | 467 | 489 |
| 2700 | 375 | 400 | 3350 | 475 | 496 |
| 2750 | 383 | 407 | 3400 | 483 | 504 |
| 2800 | 390 | 415 | | | |

Wind Components

Conditions:

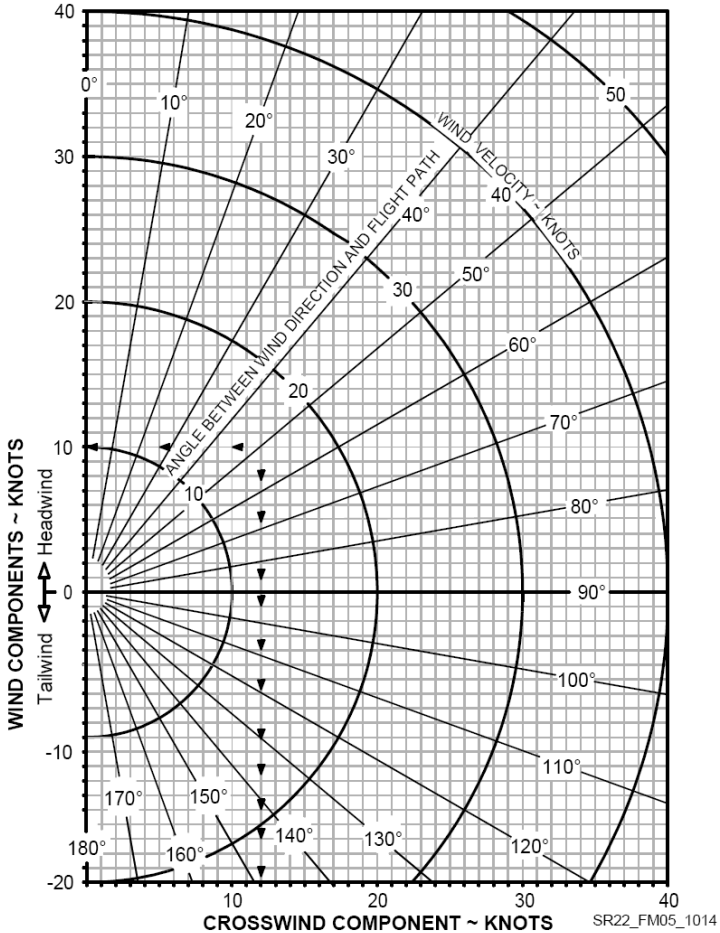
- Runway Heading 10°
- Wind Direction 60°
- Wind Velocity 15 Knots

Example:

- Wind/Flight Path Angle 50°
- Crosswind Component 12 Knots
- Headwind Component 10 Knots

• Note •

- The maximum demonstrated crosswind is 20 knots. Value not considered limiting.



Abnormal Checklists

Ground Procedures

Brake Failure During Taxi

1. Engine PowerAs Required
2. Directional Control With Rudder
3. Brake Pedal(s)Pump
If Directional Control can not be maintained
4. Mixture..... Cutoff

Aborted Takeoff

1. Power LeverIdle
2. Brakes.....As Required

In-Flight Procedures

Engine Failure in Flight (Inadvertently Retarding Power Level to IDLE)

Below 18,000 Ft:

Retarding power lever to idle at or near a **full rich mixture** setting may cause engine combustion to cease. Advancing the throttle should cause resumption of normal engine operation.

Retarding power level to idle at or very near a **very lean mixture** setting may cause engine combustion to cease. Using the boost pump in the LOW BOOST position during approach and landing will prevent this condition.

Above 18,000 Ft:

If manifold pressure is reduced below 15" Hg and Power Lever positioned close to or at idle, engine may cease combustion. Upon advancing Power Lever, if wind milling engine does not immediately regain power, perform the following:

1. Electric Fuel Pump Low Boost
2. Power Lever ½ Open
3. Mixture Control..... Full Rich then Lean until engine starts
4. Mixture Control..... Slowly Advance to Full Rich
5. Power Lever As Required
6. Mixture As Required
7. Electric Fuel Pump As Required

Inadvertent Icing Encounter

1. Pitot Heat..... On
2. TKS On
3. Icing Conditions Exit
4. Cabin Heat..... Maximum
5. Windshield Defrost Full Open

Inadvertent IMC Encounter

1. Airplane Control Straight and Level
2. Autopilot Engage (Heading and Altitude)
3. Heading Reset for 180 Degree Turn

Door Open in Flight

1. Airspeed Reduce to 80-90 KIAS
2. Land ASAP

Landing Procedures

Landing with Failed Brakes

One Brake Inoperative

1. Land on side of runway corresponding to the inoperative brake
2. Maintain directional control using rudder and working brake

Both Brakes Inoperative

1. Divert to the longest, widest runway with the most direct headwind
2. Land on downwind side of the runway
3. Use rudder for obstacle avoidance
4. Perform Emergency Shutdown on Ground Checklist

Landing with Flat Tire

Main Gear

1. Land on the side of the runway corresponding to the good tire
2. Maintain directional control with brakes and rudder
3. Do not taxi. Stop the airplane and perform a normal engine shutdown.

Nose Gear

1. Land in the center of the runway
2. Hold the nosewheel off the ground as long as possible
3. Do not taxi. Stop the airplane and perform a normal engine shutdown.

System Malfunctions

Alternator Failure

ALT 1 Light Steady

1. ALT 1 Master Switch..... Off
2. Alternator 1 Circuit Breaker..... Check and Reset
3. ALT 1 Master Switch..... On

If Alternator Does Not Reset

4. Switch of unnecessary equipment on Main Bus 1, Main Bus 2, and the non-essential Buses to reduce loads. Monitor voltage
5. ALT 1 Master Switch..... Off
6. LandASAP

ALT 1 Light Flashing

1. If Charging rate is greater than 30 amps, reduce load on Main Bus1, Main Bus 2, and Non-Essential Buses.
2. Monitor Ammeter until battery charge is less than 15 Amps
3. When battery charge rate is within limits, add loads as necessary for flight conditions

ALT 2 Light Steady

1. ALT 2 Master Switch..... Off
2. Alternator 2 Circuit Breaker..... Check and Reset
3. ALT 2 Master Switch..... On

If Alternator Does Not Reset

4. Switch of unnecessary equipment on Main Bus 1, Main Bus 2, and the non-essential Buses to reduce loads.
5. ALT 2 Master Switch..... Off
6. LandASAP

Engine Indicating System Failure

1. ANNUN / ENGINE INST Circuit Breaker.....Cycle
2. LandASAP

Low Volts Warning Light

1. Land.....ASAP

Communications Failure

1. Switches, Controls..... Check
2. Frequency Change
3. Circuit Breakers..... Check
4. Headset Change
5. Hand Held Microphone Connect
6. Transponder.....7600

Pitot Static Malfunction

Static Source Blocked

1. Pitot Heat..... On
2. Alternate Static Source..... Open

Pitot Tube Blocked

1. Pitot Heat..... On

Electric Trim / Autopilot Failure

1. Airplane Control..... Maintain Manually
2. Autopilot (if engaged) Disengage

If problem is not corrected

3. Circuit Breakers..... Pull as required
 - Pitch Trim
 - Roll Trim
 - Autopilot
4. Power Lever As Required
5. Control Yoke Manually Hold Pressure
6. Land.....ASAP

Emergency Checklists

Airspeeds for Emergency Operation

Maneuvering Speed

3400 Lb 133 KIAS

Best Glide

3400 Lb 88 KIAS

2900 Lb 87 KIAS

Emergency Landing (Engine Out)

Flaps Up 90 KIAS

Flaps 50% 85 KIAS

Flaps 100% 80 KIAS

Maximum Glide

10,000 AGL..... 16 Nautical Miles
 1.6 NM Per 1000 Ft AGL

Maximum Glide

Conditions

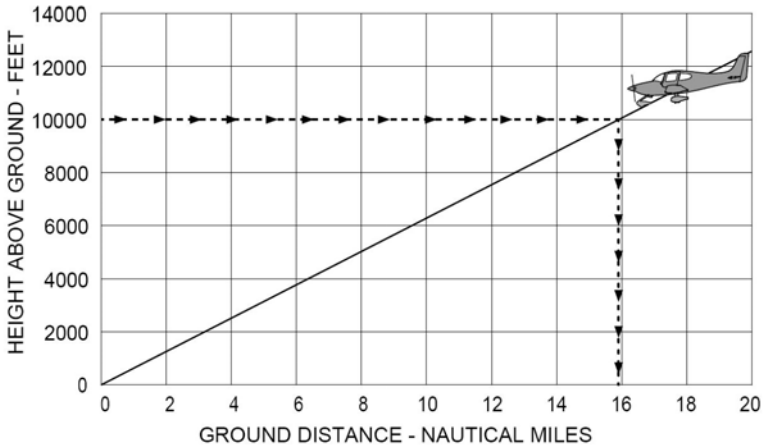
Power OFF
 Propeller Windmilling
 Flaps 0% (UP)
 Wind Zero

Example:

Altitude 10,000 ft. AGL
 Airspeed Best Glide

 Glide Distance 15.8 NM

Best Glide Speed
 3400 lb 88 KIAS
Maximum Glide Ratio ~ 9.6 : 1



Ground Emergencies

Engine Fire During Start

1. **Mixture**..... **Cutoff**
2. **Fuel Pump**..... **Off**
3. **Fuel Selector** **Off**
4. **Power Lever** **Forward**
5. **Starter** **Crank**

If Flames Persist

6. Emergency Engine Shutdown..... Perform
7. Emergency Ground Egress..... Perform

Emergency Engine Shutdown on Ground

1. **Power Lever**..... **Idle**
2. **Fuel Pump (If Used)**..... **Off**
3. **Mixture**..... **Cutoff**
4. **Fuel Selector** **Off**
5. **Ignition Switch**..... **Off**
6. Bat-Alt Master Switches Off

Emergency Ground Egress

1. **Engine**..... **Shutdown**
2. **Seat Belts**..... **Release**
3. Airplane..... Exit

In-Flight Emergencies

Engine Failure on Takeoff

1. **Best Glide or Landing Speed** **Establish**
2. **Mixture** **Cutoff**
3. **Fuel Selector** **Off**
4. **Ignition Switch** **Off**
5. **Flaps** **As Required**

If time permits

6. Power Lever Idle
7. Fuel Pump Off
8. Bat-Alt Master Switches Off
9. Seat Belts Secured

Engine Failure in Flight

1. **Best Glide Speed** **Establish**
2. **Mixture** **As Required**
3. **Fuel Selector** **Switch Tank**
4. **Fuel Pump** **Boost**
5. Ignition Switch Check, BOTH

If no Start

6. Engine Airstart Checklist Perform

Engine Airstart

1. **Bat Master Switches** **On**
 2. **Power Lever** **1/2" Open**
 3. **Mixture** **Rich, As Req'd**
 4. **Fuel Selector** **Switch Tank**
 5. **Ignition Switch** **Both**
 6. Fuel Pump Low Boost
 7. Alt Master Switches Off
 8. Starter (Prop not Windmilling) Engage
 9. Power Lever Increase
 10. Alt Master Switches On
- If no start**
11. Forced Landing Checklist Perform

Unexpected Loss of Manifold Pressure

1. **Power Lever** **Reduce**
2. **Engine** **Monitor for Engine Fire**
3. **Altitude** **Descend**
4. **Emergency** **Declare**

Engine Partial Power Loss

1. Fuel Pump Boost
2. Fuel Selector Switch Tanks
3. Mixture Check Appropriate
4. Power Lever Sweep
5. Alternate Induction Air On
6. Ignition Switch BOTH, L, then R
7. Land ASAP

Low Oil Pressure

1. Power Lever Minimum Req'd
2. Land ASAP

Propeller Governor Failure

Prop RPM will not increase

1. Oil Pressure Check
2. Land.....ASAP

Prop overspeed or no decrease

1. Power Lever Adjust (for RPM Limits)
2. Airspeed Reduce to 90 KIAS
3. Land.....ASAP

Smoke and Fume Elimination

1. Temp Selector Cold
2. Vent Selector Feet/Panel/Defrost
3. Airflow Selector: if source of smoke / fume is:
 - Aft of Firewall Full On (3) Position
 - Forward of Firewall..... Off
4. Panel Eyeball Outlets Open
5. Land.....ASAP

If airflow insufficient to clear

6. Cabin Doors..... Partially Open

Engine Fire in Flight

1. **Mixture** **Cutoff**
2. **Fuel Selector** **Off**
3. **Fuel Pump** **Off**
4. **Airflow Selector** **Off**
5. **Power Lever** **Idle**
6. **Ignition Switch** **Off**
7. **Cabin Doors** **Partially Open**
8. **Land** **ASAP**

Wing Fire in Flight

1. **Pitot Heat Switch**..... **Off**
2. **Navigation Light Switch** **Off**
3. **Strobe Light Switch** **Off**
4. **If Possible, side slip to keep flames away from fuel tank and cabin**
5. LandASAP

Cabin Fire in Flight

1. **Alt 1, Alt 2, Bat 1** **Off**
2. **In VMC: Bat 2** **Off**
3. **Fire Extinguisher**..... **Activate**
4. **Cabin Doors** **Partially Open**
5. Avionics Power Switch Off
6. All Other Switches Off
7. LandASAP

If setting master switches off eliminated source of fire or fumes and airplane is in night, weather, or IFR conditions:

8. Airflow Selector Off
9. Bat-Alt Master Switches On
10. Avionics Power Switch On

Activate required systems one at a time. Pause several seconds between activating each system to isolate malfunctioning system. Activate only the minimum amount of equipment necessary to complete a safe landing.

11. Temp Selector Cold
12. Vent Selector Feet/Panel/Defrost
13. Airflow Selector Full On (3) Position
14. Panel Eyeball Outlets Open

Emergency Descent

1. **Power Lever** **Idle**
2. **Mixture** **As Required**
 - **Caution** •
If significant turbulence is expected do not descend at indicated airspeeds greater than VNO (177 KIAS)
3. Airspeed Vne (200 KIAS)

Inadvertent Spiral Dive During IMC Flight

1. **Power Lever** **Idle**
2. **Stop the spiral dive by using coordinated aileron and rudder control while referring to the attitude indicator and turn coordinator to level the wings**
3. **Cautiously apply elevator back pressure to bring airplane to level flight attitude**
4. Trim Level Flight
5. Power Lever As Required
6. Use autopilot if functional otherwise keep hands off control yoke, use rudder to hold constant heading
7. IMC Exit

Inadvertent Spin Entry

1. CAPS Activate

CAPS Deployment

1. **Airspeed** **Minimum Possible (<= 133 KIAS)**
2. **Mixture (Permitting)** **Cutoff**
3. **Activation Cover** **Remove**
4. **Activation Handle** **Pull (Both Hands)**

After deployment

5. Mixture Check, Cutoff
6. Fuel Selector Off
7. Bat-Alt Master Switches Off
8. Ignition Switch Off
9. Fuel Pump Off
10. ELT On
11. Seat Belts and Harnesses Tighten
12. Loose Items Secure
13. Emergency Landing Position Assume

After airplane comes to a complete stop

14. Evacuate Quickly
15. Move Upwind

Landing Emergencies

Forced Landing (Engine Out)

1. **Best Glide Speed** **Establish**
2. **Radio** **121.5 Mhz (MAYDAY)**
3. **Transponder** **7700**
4. **If off Airport: ELT** **Activate**
5. **Power Lever** **Idle**
6. **Mixture** **Cutoff**
7. **Fuel Selector** **Off**
8. **Ignition Switch** **Off**
9. **Fuel Pump** **Off**
10. Flaps (When Landing Assured) 100%
11. Master Switches Off
12. Seat Belt(s) Secured

Landing Without Elevator Control

1. Flaps 50%
2. Trim 80 KIAS
3. Power As Required for Glide Angle

System Malfunctions

PFD - Loss of Air Data

1. **Land**..... **ASAP**
2. **Standby Instruments (Altitude, Airspeed)**.....**Monitor**
3. If in IMCExit IMC

PFD - Loss of Attitude Data

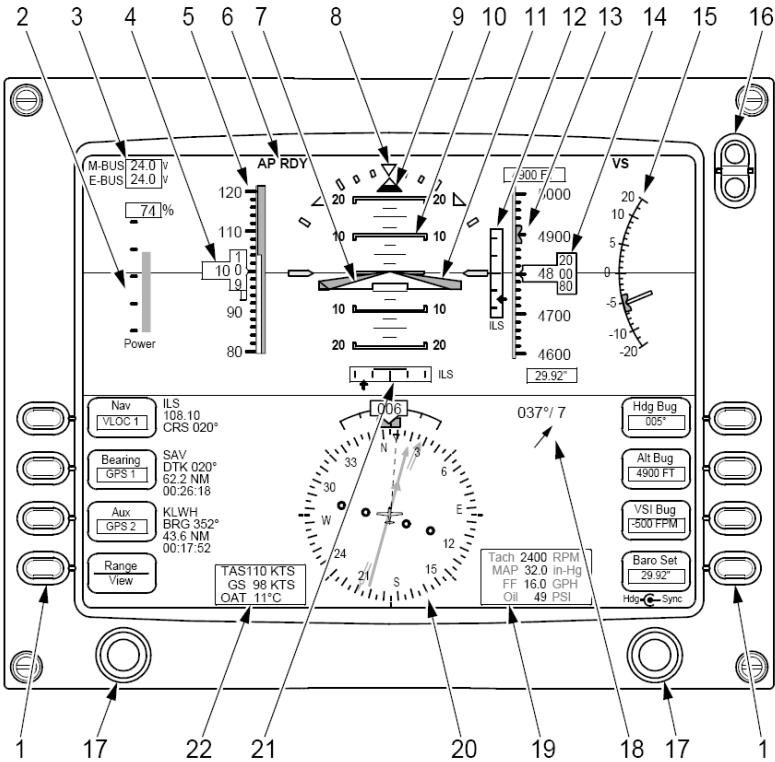
1. Standby Instruments (attitude, heading) Monitor
If failure occurs while flying in IMC
2. **Autopilot GPSS Mode**.....**Activate**
3. **Autopilot Altitude Hold**.....**Activate**
4. IMC Exit

Power Lever Linkage Failure

1. Power Lever Movement..... Verify
2. PowerSet if Able
3. Flaps Set if Needed
4. Mixture..... As Required
5. LandASAP

Other References

PFD Reference



LEGEND

- | | |
|--|--|
| 1. Navigation & Avionics Configuration Buttons | 12. Vertical Deviation Indicator (VDI) |
| 2. Percent Power | 13. Altitude Tape |
| 3. Bus Voltages | 14. Altitude Window |
| 4. Airspeed Window | 15. Vertical Speed Indicator (VSI) |
| 5. Airspeed Tape | 16. Brightness Control (BRT/DIM) |
| 6. Autopilot Annunciations | 17. Mode and Display Selection |
| 7. Aircraft Reference Symbol | 18. Wind Vector |
| 8. Bank Angle Indicator | 19. Engine Information Data Block |
| 9. Skid/Slip Indicator | 20. Horizontal Situation Indicator (HSI) |
| 10. Pitch Ladder | 21. Horizontal Deviation Indicator (HDI) |
| 11. Flight Director Steering Command Bars | 22. Air Data Block |

ANNUNCIATOR PANEL/OPTIONAL MFD EMAX MESSAGES

Engine Speed > 2710 RPM for 5s:

Check RPM A
C
K

Oil Temperature $\geq 240^{\circ}\text{F}$:

Check Oil Temp A
C
K

Oil Pressure < 10 psi OR > 99 psi:

Check Oil Press A
C
K

Cylinder Head Temperature > 460°F :

Check CHT A
C
K

Main Bus Volts < 24.5v OR > 32.0v:

Check Main Bus A
C
K

Essential Bus Volts < 24.5v OR > 32.0v:

Check Essential Bus A
C
K

Fuel Flow > 30.0 gallons per hour:

Check Fuel Flow A
C
K

Fuel Remaining < 9.9 gallons:

Check Fuel Remaining A
C
K

Oil Temperature $\geq 235^{\circ}\text{F}$:

Monitor Oil Temp A
C
K

Oil Pressure < 30 psi OR > 75 psi:

Check Oil Press A
C
K

Cylinder Head Temperature > 420°F :

Check CHT A
C
K

Alternator 1 < 2 A for 20 s or more:

Check Alt 1 A
C
K

Alternator 2 < 2 A for 20 s or more:

Check Alt 2 A
C
K

Battery 1 < -4 A for 30 s or more:

Check Batt 1 A
C
K

Fuel Flow > 26.7 gallons per hour:

Check Fuel Flow A
C
K

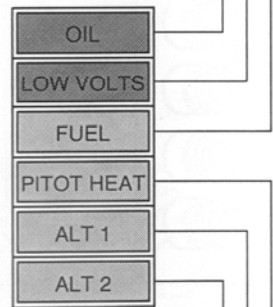
Fuel Remaining < 28.0 gallons:

Check Fuel Remaing A
C
K

Low Fuel Condition
Each tank below approx. 14 gallons.

System Voltage Below 24.5v

High Oil Temperature
OR Low Oil Pressure



Flashing: ALT 2 Overload
Steady: ALT 2 Failure

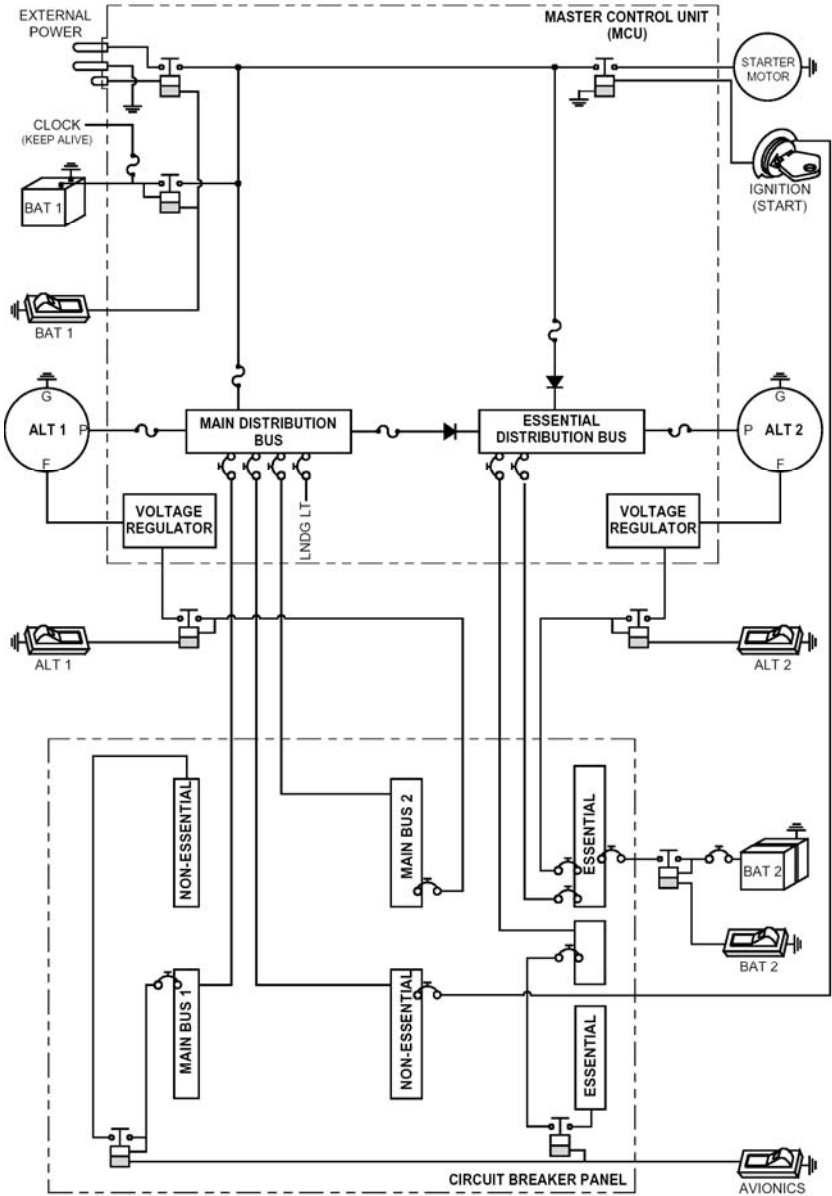
Flashing: ALT 1 Overload
Steady: ALT 1 Failure

Pitot Switch "ON"
No Power to Pitot Mast

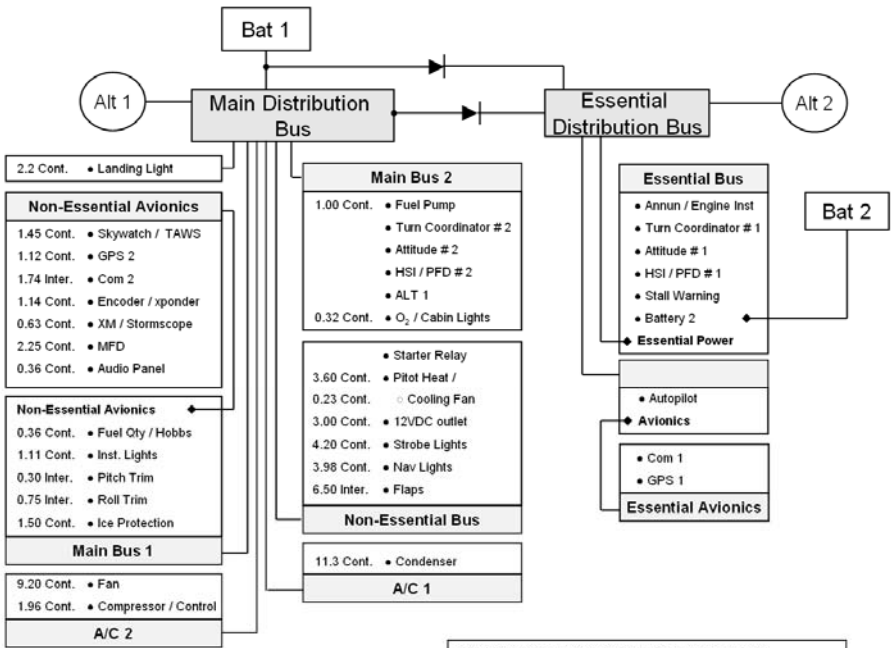
CIRCUIT BREAKER PANEL

| | 18530-011 | | 18530-011 | | 18530-021 |
|---|-------------------------|---|-----------------------------|---|------------------------|
|  | SKYWATCH / TAWS |  | FUEL PUMP |  | ANNUN / ENGINE INST |
|  | GPS 2 |  | TURN COORD #2 |  | TURN COORD #1 |
|  | COM 2 |  | ATTITUDE #2 |  | ATTITUDE #1 |
|  | ENCODER / XPONDER |  | HSI /PFD #2 |  | HSI /PFD #1 |
|  | WEATHER / STORMSCOPE |  | ALT 1 |  | STALL WARNING |
|  | MFD |  | CABIN LIGHTS |  | BATTERY 2 |
|  | AUDIO PANEL |  | STARTER RELAY |  | ALT 2 |
|  | AVIONICS |  | PITOT HEAT / COOLING FAN |  | ESSENTIAL POWER |
|  | FUEL QUANTITY |  | 12VDC OUTLET |  | AUTOPILOT |
|  | REC/ INST LTS |  | STROBE LIGHTS |  | AVIONICS |
|  | PITCH TRIM |  | NAV LIGHTS |  | COM 1 |
|  | ROLL TRIM |  | FLAPS |  | GPS 1 |
|  | ICE PROTECTION |  | CONDENSER | | |
|  | FAN | | | | |
|  | COMPRESSOR / CONTROL | | | | |

Electrical Distribution



Electrical Loads



Equipment Loads are from Cirrus Wiring Manual and are approximate. Actual loads in aircraft may vary.

The Emergency procedures and guidelines found in this presentation are for Reference Only.
 The procedures in this presentation have been taken from the procedures in the FAA Approved Airplane Flight Manual and Pilot's Operating Handbook (POH). These Procedures DO NOT SUPERSEDE the procedures in the POH. In the event of conflict, the POH shall take precedence.