2.3 AIRSPEED LIMITATIONS (Continued)

SPEED	KIAS	KCAS
Maximum Landing Gear Extended Speed (V_{LE}) -Do not exceed this speed with landing gear extended.	140	138
Maximum Landing Gear Extension Speed (V_{LO}) - Do not exceed this speed when extending the landing gear.	140	138
Maximum Landing Gear Retraction Speed (V_{LO}) - Do not exceed this speed when retracting the landing gear.	109	109
Maximum Flaps Extended Speed (V_{FE}) - Do not exceed this speed with the flaps extended.	111	109
One Engine Inoperative Best Rate of Climb Speed.	88	90
Air Minimum Control Speed (V_{MCA}) - Lowest airspeed at which airplane is controllable with one engine operating and no flaps. **Note**: This is a stalled condition.	56	63

2.5 AIRSPEED INDICATOR MARKINGS

(Avidyne PFD and Standby Airspeed Indicator)

MARKING	IAS
Red Radial Line (Never Exceed)	202 KTS
Yellow Arc (Caution Range - Smooth Air Only)	169 KTS to 202 KTS
Green Arc (Normal Operating Range)	57 KTS to 169 KTS
White Arc (Flaps Down)	55 KTS to 111 KTS
Blue Radial Line (One Engine Inoperative Best Rate of Climb Speed)	88 KTS
Red Radial Line (One Engine Inoperative Air Minimum Control Speed)	56 KTS

3.3 AIRSPEEDS FOR EMERGENCY OPERATIONS

One engine inoperative air minimum control	56 KIAS
One engine inoperative best rate of climb	88 KIAS
One engine inoperative best angle of climb	82 KIAS
Maneuvering (3800 lb)	135 KIAS
Never exceed	202 KIAS

3.5 EMERGENCY PROCEDURES CHECKLIST

3.5a Engine Inoperative Procedures (3.9)

IDENTIFYING DEAD ENGINE AND VERIFYING POWER LOSS (3.9a)

Loss of thrust.
Nose of aircraft will yaw in direction of dead engine.
Rudder pedal force will be required in the direction away from the dead engine to maintain straight flight.

ENGINE SECURING PROCEDURE (FEATHERING PROCEDURE) (3.9b)

Throttle	RETARD TO VERIFY
Propeller	FEATHER (950 RPM Min.)
Mixture	IDLE CUT-OFF
Cowl Flap	CLOSE
Alternator	OFF
Magneto Switches	OFF
Electric fuel pump	OFF
Fuel selector	OFF
Electrical load	REDUCE
Crossfeed	AS REQUIRED

3.5a Engine Inoperative Procedures (Continued)

ENGINE FAILURE DURING TAKEOFF (SPEED BELOW 75 KIAS OR GEAR DOWN) (3.9c)

If engine failure occurs during takeoff and 75 KIAS has not been attained:

Throttles ..... IMMEDIATELY CLOSE
Brakes (or land and brake) ..... AS REQUIRED
Stop straight ahead.

If insufficient runway remains for a complete stop:

Throttles ..... IMMEDIATELY CLOSE
Mixtures ..... IDLE CUTOFF
Fuel Selectors ..... OFF
Magneto Switches ..... OFF
Electric Fuel Pumps ..... OFF
Battery Master Switch ..... OFF
Brakes ..... APPLY MAXIMUM BRAKING

Maintain directional control, maneuvering to avoid obstacles if necessary.

ENGINE FAILURE DURING TAKEOFF (SPEED ABOVE 75 KIAS) (3.9d)

If sufficient runway remains for a complete stop:

Directional Control ..... MAINTAIN
Throttles ..... IMMEDIATELY CLOSE
Land if airborne and stop straight ahead.

Brakes ..... AS REQUIRED

3.5a Engine Inoperative Procedures (Continued)

ENGINE FAILURE DURING TAKEOFF (SPEED ABOVE 75 KIAS) (3.9d) (Continued)

If gear is in transit or up and the decision is made to continue:

WARNING

Negative climb performance may result from an engine failure occurring after liftoff and before the failed engine's propeller has been feathered, the gear has been retracted, the cowl flap on the failed engine is closed and a speed of 88 KIAS has been attained.

WARNING

In many combinations of aircraft weight, configuration, ambient conditions and speed, negative climb performance may result. Refer to Climb Performance - One Engine Operating - Gear Up chart in Section 5.

Mixture controls .....FULL FORWARD
Propeller controls .....FULL FORWARD
Throttle controls .....FULL FORWARD
Directional control .....MAINTAIN
Flaps.....FULL UP
Landing Gear Selector .....CHECK UP
Inoperative Engine .....IDENTIFY and VERIFY
Throttle (Inop. Engine) .....CLOSE
Propeller (Inop. Engine).....FEATHER
Mixture (Inop. Engine).....IDLE CUT-OFF
Establish Bank .....2° to 3° INTO OPERATIVE ENGINE
Climb Speed .....88 KIAS
Trim.....ADJUST TO 2° to 3° BANK TOWARD OPERATIVE ENGINE WITH APPROXIMATELY 1/2 BALL SLIP INDICATED ON THE SKID/SLIP INDICATOR
Cowl Flap (Inop. Engine).....CLOSE
Alternator Switch (Inop. Engine).....OFF
Magneto Switches (Inop. Engine).....OFF
Electric Fuel Pump (Inop. Engine).....OFF
Fuel Selector (Inop. Engine) .....OFF
Land as soon as practical at the nearest suitable airport.