

KING AIR 200

APPROACH TO STALL (LDG CONF)



BEGINNING OF MANEUVER

INITIAL CONDITION:

1. TORQUE — 200 LBS
2. PROPELLERS — 1,700 RPM
3. MAINTAIN INITIAL HEADING
4. MAINTAIN INITIAL ALTITUDE
5. FLAPS — APPROACH (BELOW TRIANGLE)
6. GEAR — DOWN (BELOW V_{LE})
7. FLAPS — DOWN 100% (BELOW TOP OF WHITE ARC)
8. PITCH ATTITUDE PRIOR TO HORN OR BUFFET MAY REACH $10^\circ - 15^\circ$, DEPENDING ON TECHNIQUE
9. HORN WILL SOUND APPROX 10 KTS ABOVE BUFFET

HORN OR BUFFET

STALL AND RECOVERY

AT HORN OR BUFFET — RECOVER:

1. SIMULTANEOUSLY ADVANCE THE POWER LEVERS TOWARD MAX TORQUE, PROPELLER LEVERS FULL FORWARD, REDUCE THE PITCH ATTITUDE AS NECESSARY TO STOP THE STALL WARNING, AND ROLL THE WINGS LEVEL
2. ESTABLISH POSITIVE RATE OF CLIMB
3. FLAPS — UP, AT OR ABOVE 100 KIAS
4. GEAR — UP

V2

COMPLETION OF MANEUVER

COMPLETION:

1. LEVEL OFF AT NEW ALTITUDE AND INITIAL HEADING
2. RESET POWER AS REQUIRED

