

N200KR

Training Highlights

Refer to POH for systems descriptions and operating procedures.

Retractable Gear	<ul style="list-style-type: none">• Most common accident associated with this aircraft is a gear up landing. Take extra steps to change your standard procedures to include regular awareness of landing gear position.• 3 Green lights illuminate when gear is down and locked. Panel dimmer switch on makes lights difficult to see during the day.• Complex endorsement required.
Gear Strength	<ul style="list-style-type: none">• Retractable gear are not as strong as fixed gear. Landings must be made smooth and soft.• Sharp turns or turns at high speed have the potential to collapse the gear.
Fuel Tanks	<ul style="list-style-type: none">• Only draws fuel from one side at a time. No BOTH position.• Pilot must incorporate into standard procedures an awareness of fuel selector position.• Switch tanks every 30 minutes.
Miles Per Hour (MPH)	<ul style="list-style-type: none">• Airspeed is indicated in miles per hour (MPH).• POH speeds all show in MPH.
RPM Limitations	<ul style="list-style-type: none">• Continuous operations between 2000-2350 rpms prohibited due to harmonic resonance issues.
200 HP Engine	<ul style="list-style-type: none">• Not a high performance aircraft.• Climb performance is limited compared to other aircraft with similar cruise speeds.• Improper climb airspeed management can significantly reduce climb performance.
Drops like a rock	<ul style="list-style-type: none">• Aircraft has a low glide ratio.• During power off descent glides, expect high sink rate.• Best glide pitch seems nose low compared to other aircraft.
Final Approach	<ul style="list-style-type: none">• Higher final approach speed of 90 mph (78 kts).• Shallow looking sight picture compared to Cessna's.

Heavy nose	<ul style="list-style-type: none"> • Keep the nose light prior to rotation and when braking. • Care must be maintained to keep the nosewheel from touching down during main wheel contact. Lower nose gently after landing impact has been absorbed.
Low wing	<ul style="list-style-type: none"> • More float during flare in ground effect. • Fuel pump should be turned on for startup, takeoffs, and landings.
Braking	<ul style="list-style-type: none"> • A small bar runs above the rudder pedals. Resting the feet too high can prevent proper braking.
Wing Steps	<ul style="list-style-type: none"> • Walk carefully on the wing and only where indicated. • Weight applied to portions of the wing not marked can cause structural damage. • Do not step on the flaps if they are down.
Door Design Issues	<ul style="list-style-type: none"> • Only one door on the passenger side with two locks, one on the side at arm level, one up by the passengers head. • Door can be kept open during taxi.
Stabilator	<ul style="list-style-type: none"> • Aircraft has a combination horizontal stabilizer/elevator.