

Amplification

The fuel pump should be in the BOOST position during takeoff and for climb as required for vapor suppression with hot or warm fuel

Takeoff Power Check

Check full-throttle engine operation early in takeoff run. The engine should run smoothly and turn approximately 2500 RPM. All engine parameters are not in caution or warning ranges. Discontinue takeoff at any sign of rough operation or sluggish acceleration. Make a thorough full-throttle static run-up before attempting another takeoff.

Manifold pressure may temporarily increase to 36.0 - 37.0 in.Hg on first flight of the day due to cooler oil temperatures and associated higher oil pressures. This is acceptable under these conditions but normal full throttle manifold pressure should be 36.0 in.Hg. The fuel flow will normally also increase in proportion to the increase in manifold pressure. If manifold pressure exceeds 37.0 in.Hg on takeoff or during full power climbs, reduce power to maintain no more than 37.0 in.Hg.

For takeoff over a gravel surface, advance Power Lever slowly. This allows the airplane to start rolling before high RPM is developed, and gravel will be blown behind the propeller rather than pulled into it.

Takeoff Flap Settings

Normal and short field takeoffs are accomplished with flaps set at 50%. Takeoffs using 0% are permissible, however, no performance data is available for takeoffs in the flaps up configuration. Takeoffs with 100% flaps are not approved.

Soft or rough field takeoffs are performed with 50% flaps by lifting the airplane off the ground as soon as practical in a tail-low attitude. If no obstacles are ahead, the airplane should be leveled off immediately to accelerate to a higher climb speed.

Takeoffs into strong crosswinds are normally performed with the flaps set at 50% to minimize the drift angle immediately after takeoff. With the ailerons fully deflected into the wind, accelerate the airplane to a speed slightly higher than normal while decreasing the aileron deflection as speed increases then - with authority - rotate to prevent possibly settling back to the runway while drifting. When clear of the ground, make a coordinated turn into the wind to correct for drift.