

APPROACH AND LANDING

The approach technique is as follows: Trim the aircraft to a 70 M.P.H. glide. Mixture should be full rich, fuel on main tank, if auxiliary tank is installed, and carburetor heat off unless carburetor icing conditions prevail. Reduce the speed during the flare-out, and touch the ground in a standard three point position approximately at the stalling speed.

On the Colt, the control wheel should be held back far enough to keep the plane in a nose high attitude as long as possible. This shortens the landing run by producing maximum drag on the wings. As the plane slows down, allow the nose wheel to drop to the runway and apply brakes if necessary.

In high wind conditions, particularly in strong crosswinds, it may be desirable to approach the runway in a more level attitude at an airspeed which assures ample controllability regardless of gusts. In this case the ground can be contacted at airspeeds appreciably higher than in normal landings, and the airplane held in a level attitude at all times on the ground at the minimum practicable speed consistent with landing conditions.

Crosswind landings in the Colt should be approached with drift being compensated for by holding the windward wing down or by crabbing into the wind. The airplane should be straightened out the instant before ground contact and then controlled on the ground with the steerable nose wheel which should be held on the ground with forward control wheel pressure.

To stop the engine after landing and when clear of the runway, pull the mixture control full aft to idle cutoff. When using alternate fuels, the engine should be run up to 1200 R.P.M. for one minute prior to shutdown to clean out any unburned fuel. After the engine stops, turn the ignition and master switch off.