

OPERATING CHECK LIST

- (5) Check engine magnetos at 1800 r.p.m. by opening the throttle and switching off separately each magneto momentarily. Drop of r.p.m. from 1800 r.p.m. should not exceed 50 r.p.m. on the right magneto or 75 r.p.m. on the left magneto. Switch to both magnetos before continuing.
- (6) Full throttle r.p.m. check is optional. Engine should run smoothly and turn, with carburetor heat off, 1900 r.p.m. or more with wood prop, and 2100 r.p.m. or more with metal prop. Engine should idle between 500 and 550 r.p.m.

F. TAKE-OFF

- (1) Release brake.
- (2) For take-off use full throttle.
- (3) Turn carburetor heat "off."
- (4) Heels on the floor.
- (5) Climb at full throttle. Best rate of climb airspeed 73 m.p.h. indicated. The engine will turn 2250 to 2380 r.p.m.

G. CRUISING

- (1) Cruising r.p.m. 2400. (Do not exceed 2575 r.p.m.)
- (2) Trim airplane by adjusting elevator tab.
- (3) Oil pressure - 30-40 lbs. sq. in.
- (4) Oil temperature - maximum 220°F.
- (5) Above 5000 ft. lean mixture as required to obtain maximum r.p.m. (If mixture control installed.)

H. BEFORE LANDING

- (1) Set fuel valve to fullest tank.
- (2) Set mixture control full rich (if installed).
- (3) Apply full carburetor heat before closing throttle.
- (4) Suggested glide speed 65-70 m.p.h.
- (5) Use tab to relieve control wheel pressure when establishing glide.
- (6) Lower flaps as desired (do not lower flaps when indicated airspeed is above 82 m.p.h.)