

4.31 APPROACH AND LANDING (See charts in Section 5)

Check to insure the fuel selector is on the proper (fullest) tank and that the seat backs are erect. The seat belts and shoulder harnesses should be fastened and the inertia reel checked.

Turn the electric fuel pump ON and turn the air conditioner OFF. The mixture should be set in the full RICH position.

The airplane should be trimmed to an initial-approach speed of about 70 KIAS with a final-approach speed of 63 KIAS with flaps extended to 40°. The flaps can be lowered at speeds up to 103 KIAS, if desired.

The mixture control should be kept in full RICH position to insure maximum acceleration if it should be necessary to open the throttle again. Carburetor heat should not be applied unless there is an indication of carburetor icing, since the use of carburetor heat causes a reduction in power which may be critical in case of a go-around. Full throttle operation with carburetor heat on can cause detonation.

The amount of flap used during landings and the speed of the aircraft at contact with the runway should be varied according to the landing surface and conditions of wind and airplane loading. It is generally good practice to contact the ground at the minimum possible safe speed consistent with existing conditions.

Normally, the best technique for short and slow landings is to use full flap and enough power to maintain the desired airspeed and approach flight path. Mixture should be full RICH, fuel on the fullest tank, and electric fuel pump ON. Reduce the speed during the flareout and contact the ground close to the stalling speed. After ground contact hold the nose wheel off as long as possible. As the airplane slows down, gently lower the nose and apply the brakes. Braking is most effective when flaps are raised and back pressure is applied to the control wheel, putting most of the aircraft weight on the main wheels. In high wind conditions, particularly in strong crosswinds, it may be desirable to approach the ground at higher than normal speeds with partial or no flaps.