

Slips should be avoided with flap settings greater than 30° due to a downward pitch encountered under certain combinations of airspeed, side slip angle, and center of gravity loadings.

NOTE

Carburetor heat should be applied prior to any significant reduction or closing of the throttle.

NORMAL LANDING.

Landings should be made on the main wheels first to reduce the landing speed and subsequent need for braking in the landing roll. The nose wheel is lowered to the runway gently after the speed has diminished to avoid unnecessary nose gear loads. This procedure is especially important in rough or soft field landings.

SHORT FIELD LANDING.

For short field landings, make a power-off approach at approximately 69 MPH indicated airspeed with 40° of flaps. Touchdown should be made on the main wheels first. Immediately after touchdown, lower the nose gear to the ground and apply heavy braking as required. For maximum brake effectiveness after all three wheels are on the ground, retract the flaps, hold full nose up elevator and apply maximum possible brake pressure without sliding the tires.

CROSSWIND LANDING.

When landing in a strong crosswind, use the minimum flap setting required for the field length. Although the crab or combination method of drift correction may be used, the wing-low method gives the best control. After touchdown, hold a straight course with the steerable nose wheel and occasional braking if necessary.

The maximum allowable crosswind velocity is dependent upon pilot capability rather than airplane limitations. With average pilot technique, direct crosswinds of 15 MPH can be handled with safety.

BALKED LANDING (GO-AROUND).

In a balked landing (go-around) climb, reduce the wing flap setting to 20° immediately after full power is applied. If obstacles must be cleared during the go-around climb, leave the wing flaps in the 10° to