

DESCENDING AND LANDING.

1. The mixture control must be in "FULL RICH" position during descent.
2. If a long glide is made, apply power at short intervals to clear the cylinders and retain engine temperatures in the event that instant power is required.
3. Carburetor heat is available only at engine outputs well above idle. Apply carburetor heat before closing the throttle and place carburetor heat "OFF" before opening the throttle so full power will be available if necessary.

STOPPING THE ENGINE.

1. Normally the engine will have cooled sufficiently during the glide and taxiing period to permit placing the ignition switch in the off position without additional idling. If taxi time has been excessive, operate the engine at 800-1000 RPM for two or three minutes before stopping.
2. If the engine is equipped with a Stromberg NA-53A1 carburetor, stop from idling speed by turning the ignition switch to "OFF". As the engine stops open the throttle rapidly, and leave it open to prevent after-firing. If the carburetor is a Marvel-Schebler MA-3PA model, stop by moving the mixture control to the full "lean" position, where it acts as an idle cut-off. Do not open the throttle, because it actuates the accelerator pump and rapid opening will flood the engine.