

3. Enrich until engine runs smoothly and power is regained.

When increasing power always return mixture to full rich, then increase RPM before increasing manifold pressure; when decreasing power decrease manifold pressure before reducing RPM. Always stay within the established operating limits, and always operate the controls slowly and smoothly.

DESCENT

1. Mixture - RICH/OR LEAN FOR SMOOTH OPERATION.
2. Power - AS DESIRED.

CAUTION

Avoid continuous operation between 1500 and 1950 RPM with power settings below 15" Hg. manifold pressure.

NOTE

Exercise caution with power settings below 15" Hg manifold pressure at air-speeds between 80-130 MPH (70-113 Kts.) IAS to preclude continuous operation in the 1500-1950 RPM restricted range.

3. Cowl Flaps - CLOSED (control full forward).
4. Ram Air - OFF before entering dusty air layers.

BEFORE LANDING

1. Seats, Seat Belts and Shoulder Harnesses - ADJUST AND SECURE.
2. Landing Gear - EXTEND BELOW 155 MPH (135 KTS.) IAS.
3. Mixture Control - FULL RICH.
4. Fuel Selector - RIGHT OR LEFT (Fullest tank).
5. Propeller Control - HIGH RPM.
6. Wing Flaps - FULL DOWN (33°) BELOW 132 MPH (115 KTS) IAS.

7. Trim - ADJUST, as necessary.
8. Electric Fuel Boost Pump - ON.
9. Ram Air - OFF; WARNING LIGHT OFF.
10. Check Gear Down - GEAR DOWN LIGHT ON - MARKS ALIGNED IN VISUAL INDICATOR IN FLOOR.

GO AROUND (BALKED LANDING)

1. Power - FULL THROTTLE AND 2700 RPM.
2. AIRSPEED - 75 MPH (65 KTS) IAS.
3. Flaps - AFTER CLIMB ESTABLISHED RE-TRACT TO 0 DEGREES WHILE ACCELERATING TO 84 MPH (73 KTS) IAS.
4. Gear - RETRACT AFTER CLIMB IS ESTABLISHED.
5. Cowl Flaps - FULL OPEN.

LANDING

1. Airspeed on Final - 81 MPH (71 KTS) IAS WITH FULL FLAPS.
2. Touchdown - MAIN WHEELS FIRST.
3. Landing Roll - LOWER NOSE WHEEL GENTLY.
4. Brakes - MINIMUM REQUIRED.
5. Wing Flaps - RETRACT AFTER CLEARING RUNWAY.
6. Cowl Flaps - OPEN
7. Electric Fuel Boost Pump - OFF AFTER LANDING.
8. Trim - TAKEOFF POSITION.

TAXI

1. Throttle--1000 to 1200 RPM.
2. Lighting--As required.
3. Stabilizer Trim--TAKEOFF.