

LANDING (Continued)

CROSSWIND LANDING

When landing in a strong crosswind, use the minimum flap setting required for the field length. If flap settings greater than 20° are used in sideslips with full rudder deflection, some elevator oscillation may be felt at normal approach speeds. However, this does not affect control of the airplane. 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 nosewheel, with aileron deflection as applicable, and occasional braking if necessary.

The maximum allowable crosswind velocity is dependent upon pilot capability as well as airplane limitations. Operation in direct crosswinds of 15 knots has been demonstrated (not an operating limitation).

BALKED LANDING

In a balked landing (go-around) climb, reduce the flap setting to 20° immediately after full power is applied and climb at 60 KIAS. If obstacles must be cleared during the go-around climb, reduce the wing flap setting to 10° and maintain a safe airspeed until the obstacles are cleared. Above 3000 feet pressure altitude, lean the mixture to obtain maximum RPM. After clearing any obstacles, carefully retract the flaps and allow the airplane to accelerate to normal climb airspeed.