

17. Doors - SECURE (on later model aircraft check cabin door lock indicator - CLOSED)
18. Flight Controls - CHECK FREEDOM OF MOVEMENT AND PROPER DIRECTION OF TRAVEL.
19. Mixture - AS REQUIRED
20. Auxiliary Fuel Pump - OFF
21. Instruments - CHECK (Make final check of manifold pressure, fuel flow, oil pressure, and rpm at the start of the takeoff run.)
22. Parking Brake - RELEASE

TAKEOFF

Take-Off Power _____ FULL THROTTLE at 2700 rpm
Minimum Recommended Take-Off Oil Temperature _____ 34°C

1. Brakes - ON
2. Cowl Flaps - OPEN
3. Manifold Pressure - 20 inches
4. Mixture - FULL RICH
5. Propeller - HIGH RPM
6. Manifold Pressure - FULL THROTTLE (29.6 in.) not to exceed five minutes; manually decrease manifold pressure to 28.8 in Hg for remainder of climb. Decrease RPM to 2600 for remainder of climb

NOTE

MP may increase to 30 - 32 in. Hg on first flight of the day due to colder oil temperatures. This is acceptable under these conditions but normal full throttle should be 29.6 in. Hg.

7. Auxiliary Fuel Pump - ON LO
8. Fuel Flow - 32.0 to 35.0 gph.
9. Oil Pressure - within operating range.

WARNING!

Do not take off with the auxiliary fuel pump on high. Excessively high fuel flows can cause engine combustion to cease during the take off roll. If fuel flow exceeds the red line (35 gph) manually lean to fuel flow red line prior to take off.

10. Brakes - RELEASE to begin takeoff roll