
All figures are based on lean mixture, 36 gallons of fuel (no reserve), zero wind, standard atmospheric conditions, and 2300 pounds gross weight.

Carburetor ice, as evidenced by an unexplained drop in RPM, can be removed by application of full carburetor heat. Upon regaining the original RPM (with heat off), use the minimum amount of heat (by trial and error) to prevent ice from forming. Since heated air causes a richer mixture, readjust the mixture setting when carburetor heat is used continuously in cruising flight.

STALLS.

The stall characteristics are conventional and aural warning is provided by a stall warning horn which sounds between 5 and 10 MPH above the stall in all configurations.

Power-off stall speeds at maximum gross weight and aft c.g. position are presented on page 5-2 as calibrated airspeeds since indicated airspeeds are unreliable near the stall.

LANDING.

Normal landings are made power-off with any flap setting. Slips are prohibited in full flap approaches because of a downward pitch encountered under certain combinations of airspeed and sideslip angle.

SHORT FIELD LANDINGS.

For a short field landing, make a power-off approach at approximately 69 MPH with flaps 40°, and land on the main wheels first. Immediately after touchdown, lower the nose gear to the ground and apply heavy braking as required. Raising the flaps after landing will provide more efficient braking.

CROSSWIND LANDINGS.

When landing in a strong crosswind, use the minimum flap setting required for the field length. Use a wing-low, crab, or a combination method of drift correction and land in a nearly level attitude. Hold a straight