

4.33 LANDING (4.5n)**NOTE**

In crosswind conditions, the nosewheel may not be aligned with the runway as the wheel touches down because of opposite rudder input. To prevent swerving in the direction the nosewheel is offset, the rudder must be promptly centered just as the nosewheel touches down.

4.33a Normal Technique (4.5n)

Landings may be made with any flap setting, although normally, full flaps are used. The aircraft should be flown down the final approach course at 80 - 85 KIAS with full flaps extended (95 KIAS with flaps retracted), and power as required to maintain the desired approach angle. When descending through 50 feet, reduce power to idle. Make normal landing, with braking as required, during ground roll.

4.33b Short Field Technique (4.5n)

For landings on short runways, or runways with obstructions near the threshold along final approach, a short field landing technique with full flaps should be used in accordance with the Landing Ground Roll Distance or the Landing Distance Over 50 FT Obstacle charts in Section 5. The airplane should be flown down the final approach at 78 KIAS with flaps fully extended, with power set to produce a normal 3° descent (approximately 400 ft/min) angle. As the obstacle is cleared, reduce the power to idle and adjust airplane attitude to maintain 78 KIAS to the flare point. After touchdown, apply maximum braking.

4.35 GO-AROUND (4.5o)**Go-Around (4.5o)**

To initiate a go-around from a landing approach, the mixture should be set to full RICH, the propeller control should be at full INCREASE, and the throttle should be advanced to full power while the pitch attitude is increased to obtain the bailed landing climb speed of 80 KIAS. When a positive climb is established, slowly retract the flaps and retract the landing gear. Allow the airplane to accelerate to the best angle of climb speed (81 KIAS) for obstacle clearance or to the best rate of climb speed (110 KIAS) if obstacles are not a factor. Reset the elevator trim as required.