

Maximum Power Fuel Flow

For maximum power operations (Power Lever full forward - 2500 RPM, 35.5-36.5 in.Hg manifold pressure) fuel flow should be in the green arc.

For any power setting greater than 30.5 in.Hg (cruise power) fuel flow is indicated by a dynamically calculated green arc displayed on the fuel gage. Fuel flow should always be maintained within this arc by use of the mixture lever.

Takeoff

Power Check: Check full-throttle engine operation early in takeoff run. The engine should run smoothly and turn approximately 2500 RPM. Verify all engine parameters are not in caution or warning ranges. Discontinue takeoff at any sign of rough operation or sluggish acceleration. Make a thorough full-throttle static run-up before attempting another takeoff.

Manifold pressure may temporarily increase to 36.5 - 37.5 in.Hg on first flight of the day due to cooler oil temperatures and associated higher oil pressures. This is acceptable under these conditions but normal full throttle manifold pressure should be no greater than 36.5 in.Hg. The fuel flow will normally also increase in proportion to the increase in manifold pressure but should always be maintained within its dynamic green arc. If manifold pressure exceeds 37.5 in.Hg on cold oil takeoff or during full power climbs, reduce power to maintain no more than 37.5 in.Hg; if manifold pressure exceeds 36.5 in.Hg while oil temperature is 140°F or greater, manually reduce manifold pressure to at or below 36.5 in.Hg and recommend maintenance to resolve for future flights.

For takeoff over a gravel surface, advance Power Lever slowly. This allows the airplane to start rolling before high RPM is developed, and gravel will be blown behind the propeller rather than pulled into it.

Flap Settings: All takeoffs are accomplished with flaps set at 50%.

Takeoff Techniques: Soft or rough field takeoffs are performed with 50% flaps by lifting the airplane off the ground as soon as practical in a tail-low attitude. If no obstacles are ahead, the airplane should be leveled off immediately to accelerate to a higher climb speed.

Takeoffs into strong crosswinds are normally performed with the flaps set at 50% to minimize the drift angle immediately after takeoff. With the ailerons fully deflected into the wind, accelerate the airplane to a speed slightly higher than normal while decreasing the aileron deflection as speed increases then - with authority - rotate to prevent possibly settling back to the runway while drifting. When clear of the ground, make a coordinated turn into the wind to correct for drift.

• NOTE •

Fuel BOOST should be left ON during takeoff and for climb as required for vapor suppression with hot or warm fuel.