

3.3 NORMAL FLIGHT OPERATIONS: (Cont'd)

C. CLIMBING:

Best Rate of Climb – 78K (90 mph) IAS, flaps @ First Notch (0°)

Best Angle of Climb – 65K (75 mph) IAS with flaps set @ Second Notch (24°)

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////CAUTION////
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FOR TAKEOFF OR LANDING UNDER GUSTY CROSSWIND CONDITIONS, FLAP SETTING OF 0° (one notch) IS RECOMMENDED. -7° OPTIONAL.

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////CAUTION////
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USE CLIMB AIRSPEED BELOW 78K (90 MPH) ONLY AS NECESSARY AND CHECK CYLINDER HEAD TEMPERATURE FREQUENTLY WHEN DOING SO.

D. RUDDER TRIM:

NOTE: To assure full effectiveness of the Right Rudder Trim:

Unlock "T" handle (½ turn left), depress right rudder as you pull "T" handle full out. Lock "T" handle ½ turn right before releasing right rudder pressure. If too much trim, move handle in until trim is correct and then lock.

E. STALLS:

Stalls are preceded by mild buffet that can be felt through the rudder pedals. The red stall warning light on the instrument panel will illuminate at 4 to 9K (5 to 10 mph) above the stall speed. Loss of altitude prior to recovery from a stall may be as much as 300 feet.

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////CAUTION////
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THE STALL WARNING LIGHT IS INOPERATIVE WHEN THE BATTERY SWITCH IS OFF

F. CROSSWIND LANDINGS & TAKEOFFS:

Maximum demonstrated crosswind component is 12K (14 mph) and flap extension should be limited to 0° (first notch) with such crosswind or higher. 12K (14 mph) is the maximum demonstrated for certification of the airplane and is not considered limiting with flaps at 0°.