

Whenever any obstruction exists in the Normal Static Air System, or the Emergency Static Air System is desired for use:

1. Pilot's Emergency Static Air Source - Switch to ON EMERGENCY (lower sidewall adjacent to pilot)
2. For Airspeed Calibration and Altimeter Correction, refer to PERFORMANCE Section

NOTE

The Emergency Static Air valve should be in the OFF-NORMAL position except in an emergency.

UNLATCHED DOOR IN FLIGHT

If the cabin door latch is not fully engaged, it may come unlatched in flight. This usually occurs during or just after takeoff. The door will trail in a position approximately 3 inches open. A buffet may be encountered with the door open in flight. Return to the field in a normal manner. If practicable, during the landing flare-out have a passenger hold the door to prevent it from swinging open.

SPINS

SPINS ARE PROHIBITED. If a spin is entered inadvertently: Immediately move the control column full forward and simultaneously apply full rudder opposite to the direction of the spin; continue to hold this control position until rotation stops and then neutralize all controls and execute a smooth pullout. Ailerons should be neutral and throttle in idle position at all times during recovery.

EMERGENCY SPEED REDUCTION

In an emergency, the landing gear may be used to create additional drag. Should disorientation occur under instrument conditions, the lowering of the landing gear will