

- (3) After speed is stabilized, trim airplane with stabilizer control wheel.
- (4) Lean mixture as follows: pull mixture control out until airspeed starts to drop or engine becomes rough; then, enrichen mixture slightly beyond this point. Any change in altitude, power, or carburetor heat will require a change in lean mixture setting. Do not lean mixture with power setting above 23 inches of manifold pressure and 2450 rpm.
- (5) Check engine instruments for indications within their normal operation ranges (green arcs).

### LET-DOWN.

- (1) Set mixture control "FULL RICH" (full in).
- (2) Reduce power to obtain desired let-down rate at cruising speed.
- (3) Apply enough carburetor heat to prevent carburetor icing if icing conditions exist.

### BEFORE LANDING — LANDPLANE.

- (1) Set fuel selector valve to "BOTH".
- (2) Recheck mixture "FULL RICH" (full in).
- (3) Set propeller control for at least 2450 rpm so that high power will be available in the event of a "go-around".
- (4) Check cowl flaps closed.
- (5) Apply carburetor heat before closing throttle.
- (6) Glide at 80-90 mph I.A.S. with flaps up.
- (7) Lower wing flaps at airspeeds below 100 mph.
- (8) Maintain 70-80 mph I.A.S. with flaps extended.
- (9) Trim airplane with adjustable stabilizer for glide.

### NOTE

This is very important because the ability of the airplane to land three-point is dependent upon the stabilizer being adjusted for hands-off trim in the glide.

### BEFORE LANDING — AMPHIBIAN ON LAND.

- (1) Extend landing gear below 130 mph.
- (2) Check for Red landing gear indicator light.
- (3) Water rudders "UP".
- (4) Set fuel selector valve to "BOTH".
- (5) Recheck mixture "FULL RICH" (full in).
- (6) Set propeller control for at least 2450 rpm so that high power will be available in the event of a "go-around."