

CAUTION

Failure to turn off the auxiliary fuel pump switch may result in a complete power loss at reduced throttle settings due to an excessively rich mixture.

3. Fuel Selector Valve – BOTH ON (if available) or FULLEST TANK.
4. Landing Gear – EXTEND (below 165 KIAS).
5. Landing Gear – CHECK (observe main gear down and green indicator light on).
6. Mixture – RICH.
7. Propeller – HIGH RPM.
8. Radar (if installed) – OFF (after landing assured).
9. Autopilot (if installed) – OFF.
10. Wing Flaps – AS DESIRED (0° to 10° below 160 KIAS, 10° to 20° below 130 KIAS, and 20° to 30° below 115 KIAS).
11. Air Conditioner (if installed) – OFF.

BALKED LANDING

1. Mixture – CONFIRM FULL RICH.
2. Power – 31.0 INCHES Hg and 2700 RPM.
3. Wing Flaps – RETRACT to 20° (immediately).
4. Climb Speed – 70 KIAS (until obstacles are cleared).
5. Wing Flaps – RETRACT SLOWLY (after reaching safe altitude and 75 KIAS).
6. Cowl Flaps – OPEN.

AMPLIFIED PROCEDURES

TAKEOFF

POWER CHECK

It is important to check takeoff power early in the takeoff roll. Any sign of rough engine operation or sluggish engine acceleration is good cause for discontinuing the takeoff.

Full power run-ups over loose gravel are especially harmful to propeller tips. When takeoffs must be made over a gravel surface, it is very important that the throttle be advanced slowly. This allows the airplane to start rolling before high RPM is developed, and the gravel will be blown back of the propeller rather than pulled into it.

On the first flight of the day, when the throttle is advanced for takeoff, manifold pressure will normally exceed 31.0 inches Hg and fuel flows will exceed 37 GPH if the throttle is opened fully. Momentary manifold pressures up to 33.0 inches Hg are acceptable. If manifold pressure consistently exceeds 31.0 inches of Hg, mechanical adjustment may be necessary. On any takeoff, the manifold pressure should be monitored and the throttle set to provide 31.0 inches Hg; then, for maximum engine power, a full rich mixture should provide at least 35 GPH (36-37 GPH preferred). With a heat-soaked engine on a hot day, it may be necessary to use the right half auxiliary fuel pump switch on LOW BOOST to obtain the recommended takeoff fuel flow of 35-37 GPH preferred.

After the throttle is advanced full forward, adjust the throttle friction lock clockwise to prevent the throttle from creeping from a maximum power position. Similar friction lock adjustments should be made as required in other flight conditions to maintain a fixed throttle setting.

Typical climb to cruise altitude is accomplished using 31.0 inches Hg. Manifold Pressure, 2700 RPM, full rich mixture (35 GPH minimum), cowl flaps open, 110 to 130 KIAS. Monitor Cylinder Head Temperatures normally not to exceed 380° F (430° F maximum) and TIT normally 1220° F to 1280° F (1650° F maximum). If CHT approaches 380° F, lower the nose of the aircraft to increase KIAS.

ENROUTE CLIMB

Typical enroute climbs are accomplished using 31.0 inches Hg. Manifold Pressure, 2700 RPM, full rich mixture (35 GPH minimum), cowl flaps open, 110 to 130 KIAS. Monitor Cylinder Head Temperatures normally not to exceed 380° F (430° F maximum) and TIT normally 1220° F to 1280° F (1650° F maximum). If CHT approaches 380° F, lower the nose of the aircraft to increase KIAS.

CRUISE

The normal transition from climb to cruise is accomplished by reducing aircraft Angle of Attack to a level attitude while in climb configuration. Allow the aircraft to stabilize in level attitude and reduce Manifold Pressure to 30.0" Hg and Propeller speed to 2500 RPM. With a smooth, fairly rapid fluid motion, reduce Mixture fuel flow to 17.6 GPH. Close Cowl Flaps. Monitor Cylinder Head Temperatures. CHTs should not exceed 380°F in normal operation. If any CHTs approach 380°F, gradually reduce fuel flow until CHTs stabilize below 380°F. Open cowl flaps as necessary. Turbine Inlet Temperature should not exceed 1650°F and is normally 1520°F TO 1560°F. If TIT approaches the maximum limit, reduce Throttle to reduce Manifold Pressure. It may be necessary to turn on the right half auxiliary fuel pump switch (LOW) to prevent fuel vapor problems at high altitude and/or hot weather conditions.