

SECTION 4 NORMAL PROCEDURES

TAKEOFF

NORMAL TAKEOFF

NOTE

Always initiate Takeoff with the fuel selector set to the Fullest tank or "Both On". When the fuel tanks are $\frac{1}{4}$ full or less, prolonged uncoordinated flight such as slips or skids can uncover the fuel tank outlets, possibly causing fuel starvation and engine stoppage. Therefore, with low fuel reserves, do not allow the airplane to remain in uncoordinated flight for periods in excess of 30 seconds with the fuel selector on left or right tanks or one minute with the selector in the "Both On" position.

1. Wing Flaps – 0° to 10° (10° preferred).
2. Power – 31.0 INCHES Hg and 2700 RPM.
3. Mixture – Full Rich (**MINIMUM** of 35 GPH)
(36-37 GPH preferred).
4. Elevator Control – LIFT NOSE WHEEL at 65 to 70 KIAS.

NOTE

When the nose wheel is lifted, the gear motor may run 2-3 seconds to restore hydraulic pressure.

5. Climb Speed – 80-90 KIAS.
6. Brakes – APPLY momentarily when airborne.
7. Landing Gear – RETRACT in climb out.
8. Wing Flaps – RETRACT after reaching 85 KIAS.

SHORT FIELD TAKEOFF

1. Wing Flaps – 10° .
2. Brakes – APPLY.
3. Power – 31.0 INCHES Hg and 2700 RPM.
4. Mixture – Full Rich (**MINIMUM** of 35 GPH)(36-37 GPH preferred).
5. Brakes – RELEASE.
6. Elevator Control – LIFT NOSE WHEEL AT 65 KIAS.
7. Climb Speed – 78 KIAS until all obstacles are cleared.
8. Landing Gear – RETRACT after obstacles are cleared.
9. Wing Flaps – RETRACT after reaching 85 KIAS.

NOTE

Do not reduce power until wing flaps and landing gear have been retracted.

ENROUTE CLIMB

NORMAL CLIMB

1. Airspeed – 110-130 KIAS.
2. Power – 31 INCHES Hg and 2700 RPM.
3. Mixture – Full Rich (**MINIMUM** of 35 GPH)
(36-37 GPH preferred).

NOTE

On hot days at higher altitudes, be alert for fuel vapor indications. If fuel flow fluctuations are observed or if desired fuel flows cannot be maintained, turn the right side auxiliary fuel pump (LOW) to ON and reset the mixture as required. If symptoms persist, select a single fuel tank having adequate fuel.

Turn the auxiliary right half fuel pump switch (LOW) to ON momentarily if switching tanks in a climb.

MAXIMUM PERFORMANCE CLIMB

1. Airspeed – 100 KIAS.
2. Power – 31.0 INCHES Hg and 2700 RPM.
3. Mixture – Full Rich (**MINIMUM** of 35 GPH)
(36-37 GPH preferred).

NOTE

On hot days at higher altitudes, be alert for fuel vapor indications. If fuel flow fluctuations are observed or if desired fuel flows cannot be maintained, turn the right side auxiliary fuel pump (LOW) to ON and reset the mixture as required. If symptoms persist, select a single fuel tank having adequate fuel.

Turn the auxiliary right half fuel pump switch (LOW) to ON momentarily if switching tanks in a climb.

4. Cowl Flaps – FULL OPEN.

CRUISE

1. Power – 15-30 INCHES Hg, 2300-2550 RPM
2. Elevator and Rudder Trim – ADJUST
3. Mixture – LEAN for cruise fuel flow 50-80 degrees F Lean of Peak. Maintain cylinder head temperatures below 380° F (below 360° F preferred). When operating in Lean of Peak mode, reduce fuel flow to decrease cylinder temperatures.