SHORT FIELD LANDING

For a short field landing in smooth air conditions, make an approach at 61 KIAS with 30° flaps using enough power to control the glide path. (Slightly higher approach speeds should be used under turbulent air conditions.) After all approach obstacles are cleared, progressively reduce power and maintain the approach speed by lowering the nose of the airplane. Touchdown should be made with power off and on the main wheels first. Immediately after touchdown, lower the nose wheel and apply heavy braking as required. For maximum brake effectiveness, retract the flaps, hold the control wheel full back, and apply maximum brake pressure without sliding the tires.

CROSSWIND LANDING

When landing in a strong crosswind, use the minimum flap setting required for the field length. If flap settings greater than 20° are used in sideslips with full rudder deflection, some elevator oscillation may be felt at normal approach speeds. However, this does not affect control of the airplane. Although the crab or combination method of drift correction may be used, the wing low method gives the best control. After touchdown, hold a straight course with the steerable nose wheel and occasional braking if necessary.

The maximum allowable crosswind velocity is dependent upon pilot capability as well as airplane limitations. Operation in direct crosswinds of 15 knots has been demonstrated.

BALKED LANDING

In a balked landing (go-around) climb, reduce the flap setting to 20° immediately after full power is applied. If obstacles must be cleared during the go-around climb, reduce the wing flap setting to 10° and maintain a safe airspeed until the obstacles are cleared. Above 3000 feet, lean the mixture to obtain maximum RPM. After clearing any obstacles, the flaps may be retracted as the airplane accelerates to the normal flaps up climb speed.

COLD WEATHER O

Special consideration
airplane fuel system durir
cold temperatures. Prope
especially important and
The use of additives suc
monomethyl ether may
information on the proper

Cold weather often ca
during airplane operation
or snow must be removec
surfaces to assure satis
Also, control surfaces mu
ice or snow.

If snow or slush cover
made for takeoff distance
the snow or slush depth
this cover can, in fact, prev

STARTING

**WHEN PULLING
HAND, TREAT IT
TURNED ON. A
WIRE ON EITHE
THE ENGINE TO**

Prior to starting on co
propeller through severa
"limber" the oil, thus conse

When air temperatures
external preheater and an
whenever possible to obt
and abuse to the engine a
oil trapped in the oil coole
to starting in extremely cold