1. Power - SET TAKE-OFF POWER AND RELEASE BRAKES
2. Airspeed - ACCELERATE TO RECOMMENDED SPEED
3. Landing Gear - RETRACT (when positive rate of climb is established)
4. Airspeed - ESTABLISH DESIRED CLIMB SPEED (when clear of obstacles)
5. Reduce propeller to 2300 rpm

CLIMB

Climb

E185-11 ..... Full Throttle, 2300 rpm
E225-8 ..... 26.5 in. Hg or Full Throttle, 2300 rpm

1. Engine Temperatures - MONITOR
2. Power - SET AS DESIRED.

CRUISE

See Cruise Power Setting Tables, SECTION V.

1. Cowl Flaps - CLOSED
2. Power - SET
3. Mixture - ADJUST

DESCENT

1. Power - SET AS DESIRED
2. Mixture - Enrich as required.
3. Carburetor Heat - As required.

BEFORE LANDING

1. Seat Belts and Shoulder Harnesses - SECURE

NOTE

All reclining seats must be in the upright position during landing.

2. Fuel Selector Valve - SELECT MAIN TANK MORE NEARLY FULL
3. Cowl Flaps - AS REQUIRED
4. Mixture - FULL RICH (or as required by field elevation)
5. Carburetor Heat - COLD

NOTE

If icing conditions are indicated, carburetor heat may be carried: however, less power will be available for a go-around.

6. Landing Gear - DOWN and CHECK. (Maximum extension speed 110 kts/127 mph)
7. Flaps - DOWN (Maximum extension speed 92 kts/106 mph)
8. Airspeed - ESTABLISH NORMAL LANDING APPROACH SPEED.
9. Propeller
   a. Manual - Hold to HI RPM until maximum is attained.
   b. Automatic Propeller Control (APC) - Select AUTO CLIMB.

NOTE

For Balked Landing, advance throttle, retract gear and flaps, select AUTO TAKE-OFF, monitor engine RPM and do not exceed red line.

SHUTDOWN

1. Cowl Flaps - OPEN
2. Brakes - SET
3. Electrical and Radio Equipment - OFF
4. Flaps - UP
5. Propeller - HI RPM

STALL SPEEDS - POWER IDLE

NOTES: 1. THE MAXIMUM ALTITUDE LOSS EXPERIENCED WHILE CONDUCTING STALLS IN ACCORDANCE WITH CAM 3.120 WAS 300 FT.

2. A NORMAL STALL RECOVERY TECHNIQUE MAY BE USED

EXAMPLE:

WEIGHT	2525 LBS
FLAPS	UP
ANGLE OF BANK	30°
STALL SPEED	CAS: 59 KNOTS (68 MPH) IAS: 60 KNOTS (69 MPH)