



1. STARTING PROCEDURE:

1. Propeller Area – "CLEAR."
2. Brakes – "SET."
3. Propeller Control – "FULL FORWARD."
4. Mixture – "IDLE CUTOFF."
5. Throttle – Set 1/2 inch open.
6. Carburetor Air Control – "IN."
7. Supercharger – "NEUTRAL."
8. Fuel Tank Selector – "MAIN."
9. Boost Pump – "OFF."
10. Fuel Shut-off Valve – "OPEN."
11. Ignition Switch – "BOTH."
12. Starter Button – Press and hold.
13. Prime – As required.
14. Mixture – Move to "AUTO RICH" when engine fires.

2. ENGINE WARM-UP:

1. RPM – 1000 for warm-up.
2. Oil Pressure – Monitor for 80-95 psi.
3. Cylinder Head Temp – Must be above 120°C before run-up.
4. Carb Air Temp – Monitor for icing.
5. Generator – "ON."
6. Hydraulic Pressure – Check accumulator.

3. TAXI PROCEDURE

1. Tail Wheel – "LOCKED."
2. Brakes – Test during initial taxi.
3. Stick – Held back.
4. Turn Radius – Use differential braking with caution.

4. BEFORE TAKE-OFF:

1. Flight Controls – Free and correct.
2. Trim Tabs – Set for takeoff.
3. Tail Wheel – "LOCKED."
4. Flaps – Set as required (up or 20° for short field).
5. Mixture – "AUTO RICH."
6. Propeller – "FULL FORWARD."
7. Carburetor Air – "IN."
8. Supercharger – "NEUTRAL."
9. Cowl Flaps – "OPEN."
10. Oil Cooler Flaps – "OPEN."
11. Intercooler Flaps – "OPEN."
12. Fuel – Selector "RESERVE."
13. Instruments – Check.
14. Canopy – Closed and locked.





5. TAKE-OFF:

1. Throttle – Smoothly to 52" Hg.
2. RPM – 2700.
3. Tail – Raise at 60 knots.
4. Rotate – 90 knots.
5. Gear – "UP" when positive climb.
6. Flaps – "UP" when clear.
7. Climb – 130 knots.

6. CLIMB

1. Power – Set to METO (46"/2700 RPM).
2. Mixture – "AUTO RICH."
3. Monitor Temps – CHT and Oil.

7. CRUISE

1. Power – As required (typically 35"/2200 RPM).
2. Mixture – Lean as appropriate.
3. Fuel – Monitor consumption.

11. FORCED LANDING

1. Glide at 140 knots (clean).
2. Flaps – Lower only when sure of field.
3. Gear – Remain "UP."
4. Cabin – Closed or open as preferred.
5. Hydraulic Accumulator – Check pressure, hand pump if needed.

8. DIVING:

1. Cabin – "CLOSED."
2. Gear – "UP."
3. Dive Brake – "OFF" or "ON" as desired.
4. Flaps – "UP."
5. Propeller – 2400 RPM or lower.
6. Mixture – "AUTO RICH."
7. Throttle – "SLIGHTLY OPEN."
8. Supercharger – "NEUTRAL."
9. Fuel – "RESERVE."
10. Cowl Flaps – "CLOSED."
11. Oil Cooler & Intercooler – "CLOSED."
12. RPM Limit – Max 3060 RPM, not over 30 seconds.

NOTES:

- Dive brake won't extend above 260 knots.
- Don't retract dive brake above 350 knots.
- Max speed with drop tank: 375 knots.

10. GO-AROUND (WAVE-OFF)

1. Throttle – Advance smoothly.
2. Propeller – Full forward if needed.
3. Gear – "UP."
4. Cowl and Oil Cooler Flaps – "OPEN."
5. Flaps – Retract.





9. APPROACH & LANDING:

1. Shoulder Harness – "LOCKED."
2. Tail Wheel – "LOCKED" (field), "FREE" (carrier).
3. Fuel Selector – "RESERVE."
4. Mixture – "AUTO RICH."
5. Supercharger – "NEUTRAL."
6. Propeller – 2300–2400 RPM.
7. Cowl Flaps – "CLOSED."
8. Carb Air – "IN."
9. Gear – "DOWN" (below 200 knots).
10. Flaps – 30° (field), 50° (carrier).
11. Arresting Hook – "UP" (field), "DOWN" (carrier).
12. Gun Switches – "OFF."
13. Gun Charging – "SAFE."

NOTES:

- Approach speed: 90–95 knots.
- Avoid flat approaches.
- Use full flaps for short field or carrier after familiarization.

12. CROSSWIND LANDINGS

- Use shallower flap setting.
- Apply downwind rudder before touchdown.
- Use brakes cautiously until tail wheel is down.

13. AFTER LANDING:

1. Cowl Flaps – "OPEN."
2. Arresting Hook – "RETRACT."
3. Flaps – "RETRACT."
4. Tail Wheel – "UNLOCK."
5. Taxi – Minimum throttle, avoid brakes.
6. Cold Weather – Use oil dilution system if below –5°C.

14. ENGINE SHUTDOWN:

1. Cowl Flaps – "FULL OPEN."
2. Intercooler Flap – "OPEN."
3. Oil Cooler Flaps – "OPEN."
4. Propeller – "TAKE-OFF RPM" (DOWN).
5. Carb Air – "IN."
6. Throttle – 800–1000 RPM until CHT < 200°C.
7. Mixture – "IDLE CUT-OFF."
8. Ignition – "OFF" when prop stops.
9. Battery – "OFF."

