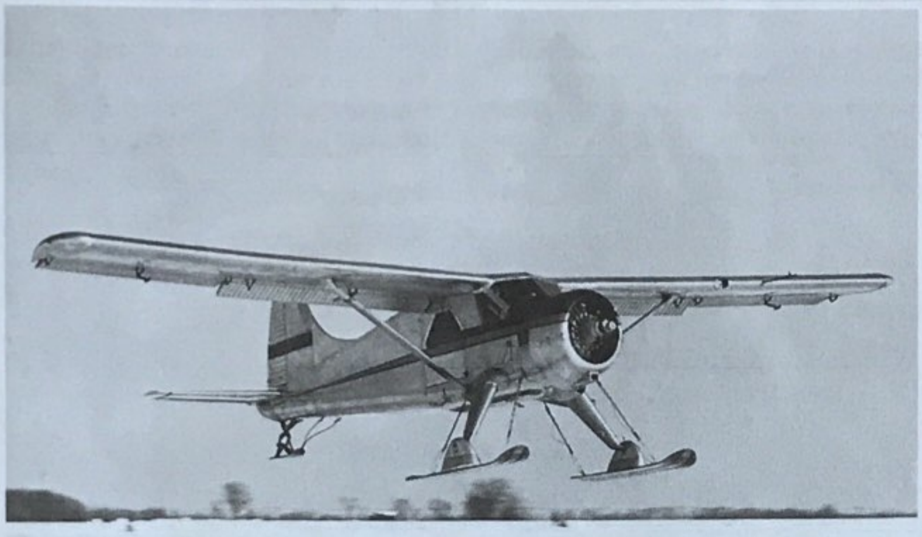
PSM1-2-1



# DHC-2 BEAVER

# AIRPLANE FLIGHT MANUAL



VIKING

Revision 11 – July 08, 2002

January 31, 2006

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April 10, 2014

**To:** Distribution

**Subject:** PSM1-2-1 DHC-2 – Beaver Airplane Flight Manual

**Incorporate Supplement 3, dated April 7, 2014**

1. The attached new Supplement 3 – Stall Warning System, is to support Mod 2/1605 for the DHC-2 Beaver aircraft.

2. Insert Supplement 3, after Supplement No. 2 in the Supplements Section of the manual.

**Note:** We recommend that this transmittal letter be kept for record purposes and inserted at the front of the manual.

**BOMBARDIER**
*AEROSPACE*

To: DHC–2 Beaver Operators

Date: July 15, 2002

Subject: PSM 1–2–1, DHC–2 Flight Manual

Attached is a copy of Revision 11 to the Beaver Flight Manual, dated 8 July, 2002. Insert the attached copy of Revision 11 in the Flight Manual and discard superseded pages. Record the insertion of Revision 11 in the Record of Revisions on page A at the front of the manual.

Revision 11 incorporates Mod 2/1303, alternate Fuel Selector, in Figure 1–6 Fuel System Diagram on page 8.

for Martine Halle
Manager
Q Series Manuals
Technical Publications Department

# DHC-2 BEAVER AIRCRAFT FLIGHT MANUAL

## RECORD OF REVISIONS

Retain this record in the front of the manual. On receipt of revisions, insert revised pages in the manual and enter date inserted and initials against the appropriate Revision Number and Date.

| Rev. No. | Revision Date | Insertion Date | By | Rev. No. | Revision Date | Insertion Date | By |
|---|---|---|---|---|---|---|---|
| 1 | JUL /57 | | | | | | |
| 2 | JUN /58 | | | | | | |
| 3 | MAY /59 | | | | | | |
| 4 | JAN /61 | | | | | | |
| 5 | APR /61 | | | | | | |
| 6 | NOV /62 | | | | | | |
| 7 | OCT /62 | | | | | | |
| 8 | OCT /62 | | | | | | |
| 9 | JUL /76 | | | | | | |
| 10 | MAY /81 | | | | | | |
| 11 | JUL 8/02 | 3/11/2009 | ATP | | | | |
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# TABLE OF CONTENTS



# LIST OF ILLUSTRATIONS

## LIST OF ILLUSTRATIONS (Cont'd)



## OPERATING DATA CHARTS

# INTRODUCTION

This manual has been compiled to familiarize pilots, in all relevant aspects, with the aircraft. For convenience of use the manual has been divided into six sections and an Appendix as follows:-

## SECTION I DESCRIPTION OF AIRCRAFT

This section describes in detail, the aircraft, its systems and all controls that are essential for flight.

## SECTION II NORMAL PROCEDURES

This section contains operating instructions arranged in sequence from the time the pilot approaches the aircraft until he leaves at the end of a flight.

The instructions refer mainly to the landplane, except when otherwise stated.

## SECTION III EMERGENCY PROCEDURES

This section contains instructions for handling of the aircraft in emergencies, such as engine and propeller failure, fire etc. The instructions are given in proper sequence of operation.

## SECTION IV OPERATING LIMITS, PERFORMANCE DATA AND FLIGHT CHARACTERISTICS

This section deals with operating limitations, flight characteristics and performance data which must be adhered to for safe operation of the aircraft.

## SECTION V GENERAL OPERATING INSTRUCTIONS AND ALL WEATHER OPERATION.

This section deals with the general operating instructions which should be observed to ensure the maximum efficiency from the engine and its accessories, the airframe and systems during operation in all types of weather.

## SECTION VI SPECIAL INSTALLATIONS

This section contains information on special installations which can be fitted to increase the operating facilities of the aircraft. The handling of the aircraft, when equipped with these installations, is dealt with in detail.

## APPENDIX OPERATING DATA CHARTS

These charts should be consulted before any flight so that the best use of the aircraft can be gained in respect to the fuel and payload it is intended to carry for that flight.

# Section 1

# DESCRIPTION OF AIRCRAFT

# SECTION 1

## DESCRIPTION OF AIRCRAFT

### 1.1 GENERAL

The DHC-2 Beaver aircraft is an all-metal high-wing monoplane, designed to carry a pilot and seven passengers. Additional roles include that of cargo transport, ambulance, rescue operations, supply dropping, aerial survey, crop spraying and dusting.

The fixed landing gear may be replaced by a twin-float installation. Retractable wheel-skis may be installed, or a ski installation can replace the wheels.

### 1.2 DIMENSIONS See Figure 1-3.

### 1.3 GROSS WEIGHT See Figure 1-3.

### 1.4 ENGINE

The aircraft is powered by a Pratt and Whitney "Wasp Junior" Model R-985SB3 nine-cylinder single-row radial engine, rated at 400 BHP at 5000 ft altitude. The engine drives a Hamilton-Standard constant-speed propeller; crankshaft and propeller rotation being clockwise. The supercharger is an engine-driven single-stage centrifugal type.

### 1.5 ENGINE CONTROLS

The engine control quadrants are located at the top of the pedestal. Depending on the installation date, either of two configurations are provided, see Figure 1-1. Friction control knobs, one below each control lever, increase lever friction when rotated clockwise.

### 1.5.1 THROTTLE LEVER

The throttle lever moves in a quadrant marked OPEN and CLOSED. The lever is connected to the throttle valve by means of push-rods and torque-tube linkage.

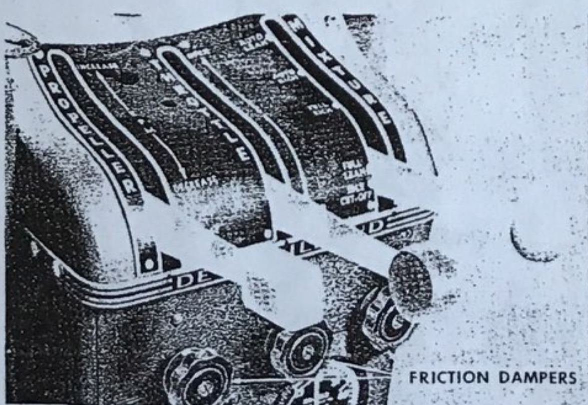
### 1.5.2 MIXTURE LEVER

The mixture lever moves in a quadrant marked as follows: AUTO LEAN - AUTO RICH - FULL RICH - FULL LEAN - IDLE CUT-OFF. The lever is connected to the carburettor by means of push-rods and torque tube linkage.

### 1.5.3 CARBURETTOR HEAT CONTROL LEVER

The carburettor heat control lever is located below the engine instrument panel and is cable-connected to a gate valve in the carburettor air intake duct.

When the lever is selected up to the COLD position, cold ram air enters the car-



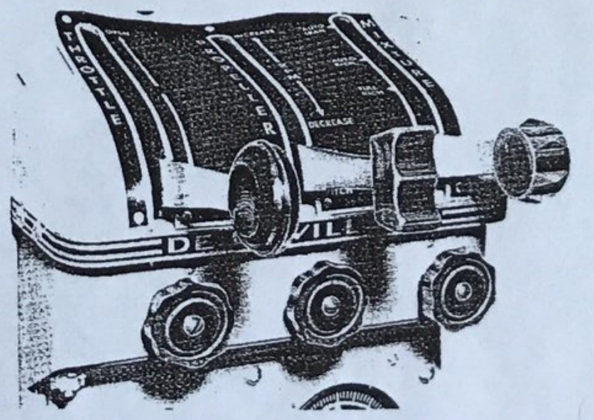



FIG 1-1 CONTROL QUADRANT (Later installation on right)

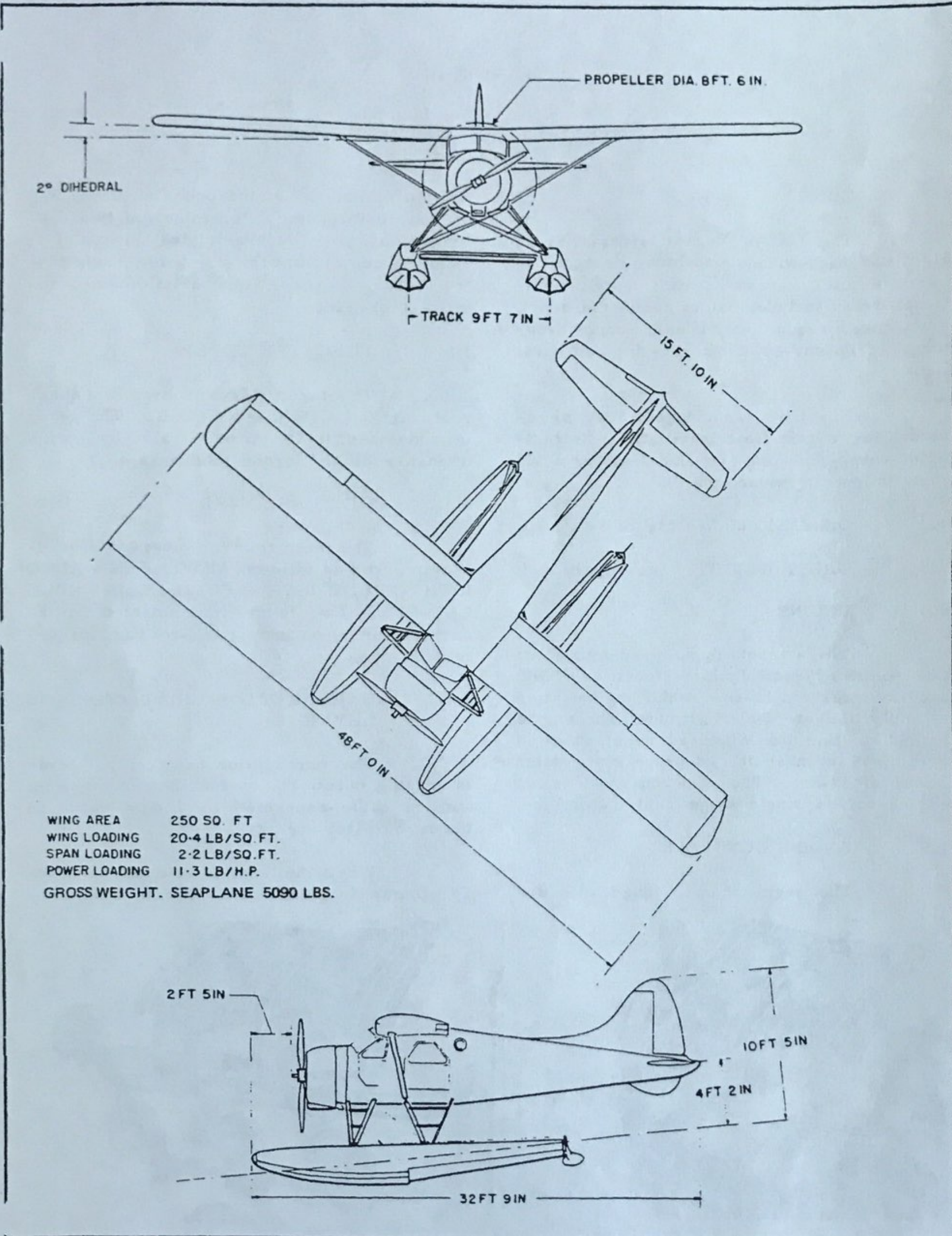



FIG 1-2 THREE VIEW DIMENSIONAL DIAGRAM - SEAPLANE

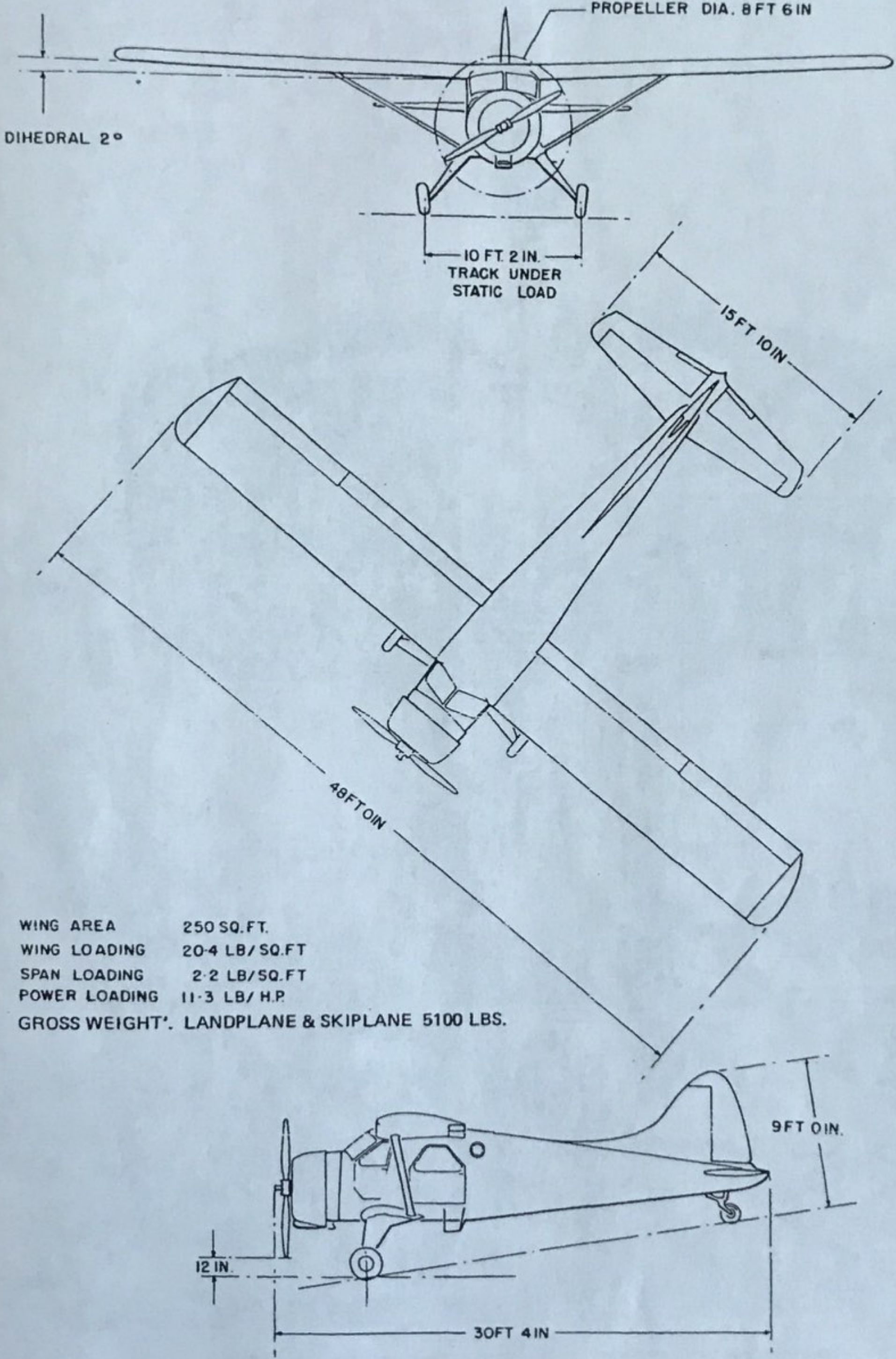



FIG 1-3 THREE VIEW DIMENSIONAL DIAGRAM - LANDPLANE

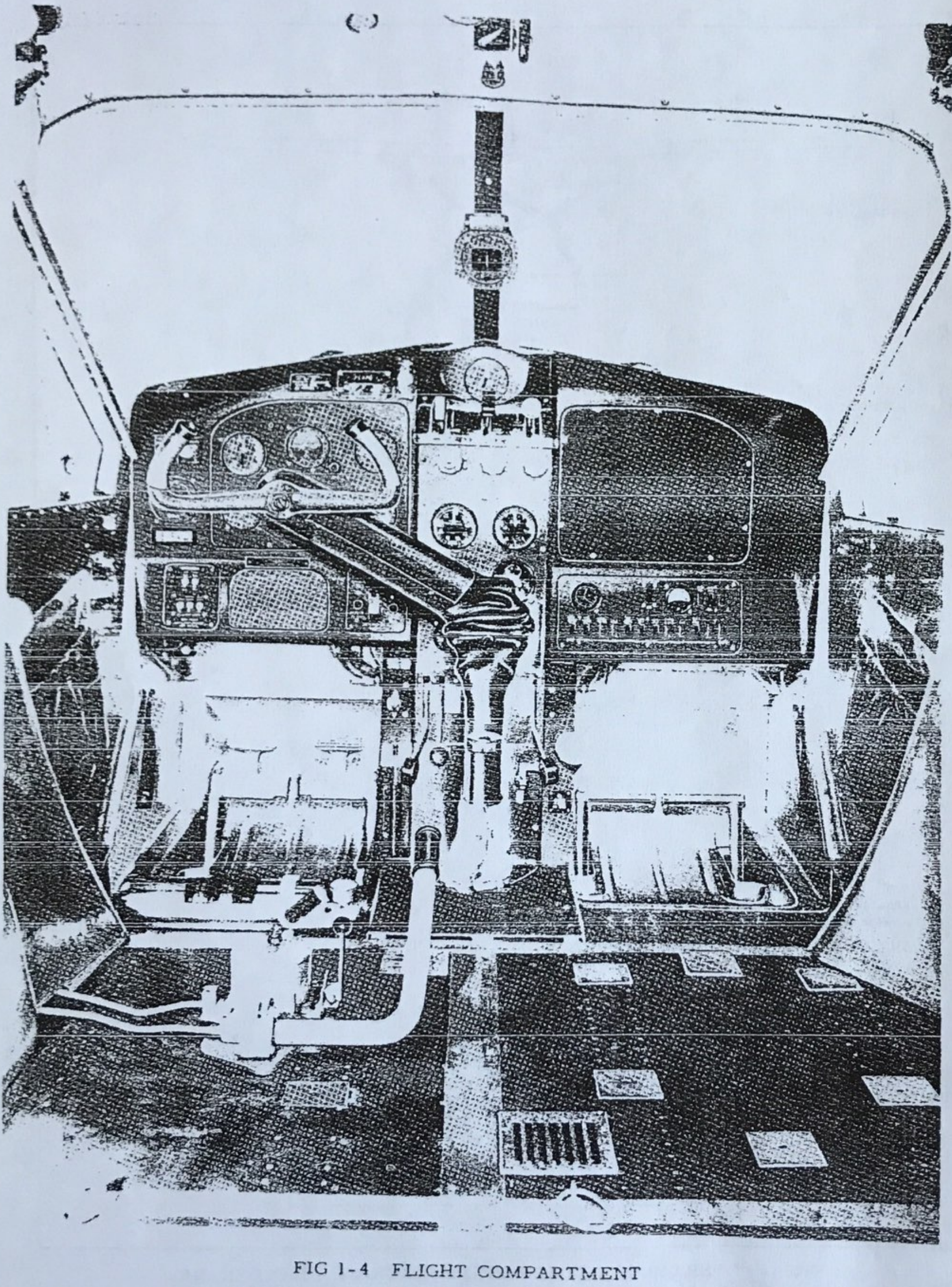
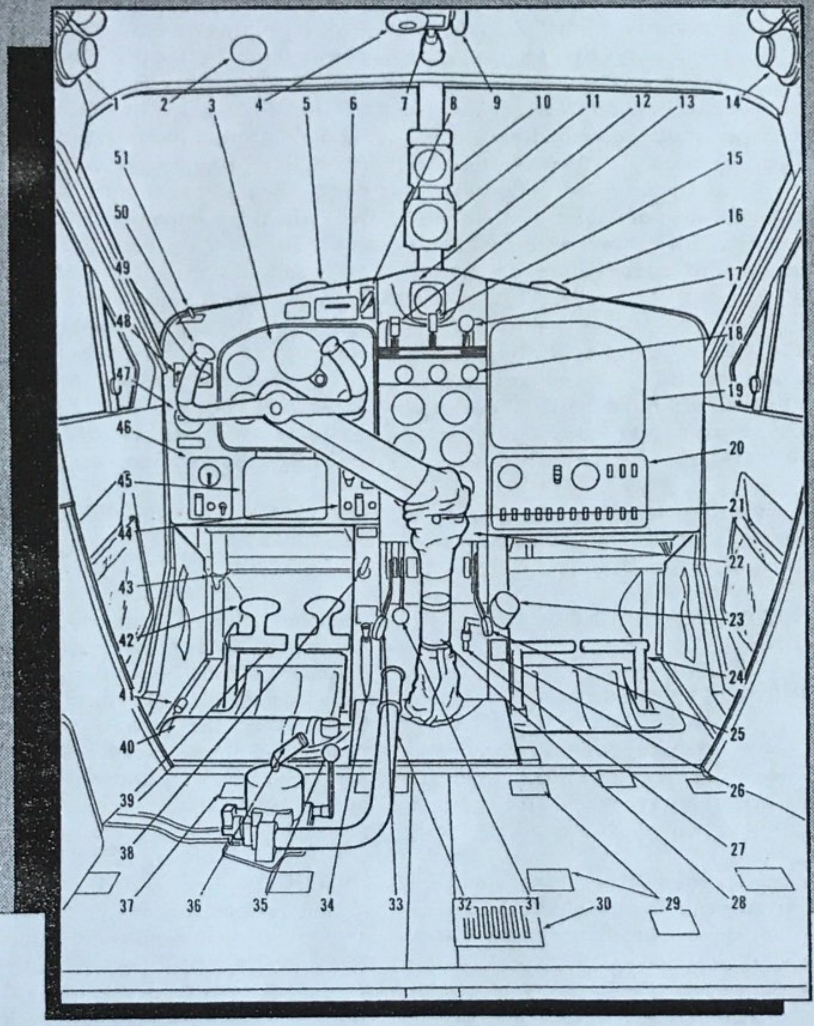


FIG 1-4 FLIGHT COMPARTMENT



1. COLD AIR DUCT
2. OUTSIDE AIR TEMP. GAUGE
3. FLIGHT INSTRUMENT PANEL
4. RUDDER TRIM WHEEL
5. DEFROSTER
6. FLAP INDICATOR
7. ELEVATOR TRIM INDICATOR
8. COWL SHUTTER CONTROL
9. ELEVATOR TRIM WHEEL
10. ALTERNATE COMPASS POSITION
11. COMPASS POSITION
12. RADIO COMPASS
13. PROPELLER LEVER
14. COLD AIR DUCT
15. THROTTLE LEVER
16. DEFROSTER
17. MIXTURE LEVER
18. FRICTION DAMPERS
19. RADIO PANEL
20. ELECTRICAL SWITCH PANEL
21. CONTROL COLUMN THROW-OVER LOCK
22. ENGINE INSTRUMENT PANEL
23. OIL TANK FILLER
24. CO-PILOT'S RUDDER PEDALS
25. FUEL AND OIL EMERGENCY SHUT-OFF LEVER
26. OIL CONTENTS LABEL
27. STARTER BRUSH RELEASE LEVER
28. ASH TRAY
29. ATTACHMENT POINT FOR CO-PILOT'S SEAT
30. CABIN HEAT GRILL
31. WOBBLE PUMP
32. FLAP HYDRAULIC HAND PUMP
33. CARBURETTOR AIR LEVER
34. CABIN HEAT CONTROL
35. FLAP SELECTOR
36. FLAP HYDRAULIC RESERVOIR AND FILLER
37. ATTACHMENT POINT FOR PILOT'S SEAT
38. PARKING BRAKE
39. RUDDER PEDALS
40. HAND FIRE EXTINGUISHER
41. PRIMER
42. BRAKE TOE PEDALS
43. HOT AIR FOOT DUCT
44. FIRE EXTINGUISHER PANEL
45. ALTERNATE COMPASS POSITION
46. STARTER PANEL
47. FUEL SELECTOR
48. OIL DILUTION SWITCH
49. STARTER CLUTCH
50. FLIGHT CONTROL SWITCH
51. MASTER SWITCH

FIG 1-5 FLIGHT COMPARTMENT, INDEXED

burettor through the air intake duct. As the lever is moved down towards the HOT position, the gate valve progressively closes the cold air intake while opening the warm air duct. This second duct allows heated air, from inside a heat exchanger muff surrounding a section of the engine exhaust collector, to mix with the cold ram air before delivery to the carburettor. Intermediate positions of the lever between fully up and fully down will therefore give varying degrees of carburettor air intake temperature.

With the lever in the HOT position the ram air intake is fully closed and heated air only is ducted to the carburettor. For operation in desert areas a dust filter for the ram air intake can be installed.

A carburettor mixture temperature gauge in the engine instrument panel indicates the resulting mixture temperatures.

### 1.5.4 CARBURETTOR AIR INDUCTION SYSTEMS

#### (a) LOWER AIR INDUCTION SYSTEM

The lower air induction system consists of an air scoop in the lower engine cowling feeding unfiltered air through a duct and into the carburettor.

On special order, this system can be equipped with a hinged, dry air filter mechanically connected to a carburettor air filter control installed above and to the right of the engine controls quadrant. The control is marked CARB AIR, IN-RAM, OUT-FILTER and arrowed counterclockwise with TURN TO UNLOCK. At the RAM position the filter lies flush with the bottom of the air scoop and allows unfiltered ram air to enter the carburettor. At the FILTER position, the forward end of the filter is raised so that air entering the scoop must pass through the filter before entering the carburettor. The control must be turned clockwise to lock in either position.

WARNING

Under no circumstances must the CARB AIR control remain in any intermediate position between IN-RAM and OUT-FILTER. In an intermediate position the filter will cause a blockage in the air induction system.

The effect of the filter is to reduce the 5000 foot critical altitude by approximately 800 feet. Below this new critical altitude there is no loss in engine power, while above this altitude the power loss is small. The engine may be started with the CARB AIR control in the RAM position to avoid damage to the filter in case of backfires. Immediately after starting the engine, in areas wherever there is a possibility of dust, sand or dirt entering the intake, the control should be moved to and remain at FILTER position for all ground running, taxiing and take-off, and during flight if necessary. Take-off from a short field, at or above the new critical altitude, should be made with the CARB AIR control at RAM position. Before landing in dusty or sandy areas, the control must be selected to FILTER and remain in this position while the aircraft is on the ground, except when starting the engine as previously explained.

#### (b) UPPER AIR INDUCTION SYSTEM (FULLY FILTERED)

The upper air induction system (Modification 2/1164) consists of an air scoop on the top right of the engine rear cowling feeding air through a duct, at the right side of the engine, and through a filter to the carburettor. In this installation the induction air is filtered at all times and there is no pilot control, except during emergency operation when the filter is bypassed. (See below.)

An emergency air handle, marked EMERGENCY CARB AIR-PULL & LOCK, is provided at the left of the engine controls pedestal. Operation of the handle mechanically opens a flap valve in the duct directly below, and leading into, the carburettor. The flap valve is opened by turning the handle counterclockwise, thus breaking the lockwire. The handle is then pulled fully out and turned clockwise to lock the flap valve fully open. In this position an emergency air inlet to the carburettor is provided, in the event of a blockage in the main induction system.

NOTE

When the emergency air handle is operated to open the flap valve, the air enters the carburettor direct and unfiltered, and its temperature cannot be adjusted by the carburettor heat control lever.

CAUTION

On entering the aircraft check that the handle is pushed fully in and secured by lockwire.

To maintain the carburettor mixture temperature within the limits shown in Figure 4-1, heated air can be admitted at the left side of the air scoop duct by selection of the carburettor heat control lever. The air is heated by passing through a heater muff surrounding part of the exhaust manifold.

1.5.5 ENGINE IGNITION SWITCHES

A rotary four position ignition switch, located on the STARTER PANEL below the flight instrument panel, is marked OFF, L, R and BOTH.

1.5.6 BOOST COIL SWITCH

A boost coil switch, located on the starter panel, is spring-loaded to the OFF position.

When the switch is held to the BOOST COIL position, high tension electrical current is supplied to the engine spark plugs to initiate starting.

1.5.7 PRIMER PUMP

The hand-operated cylinder primer pump is on the floor to the left of the pilot's seat. The pump handle is pushed down and rotated anti-clockwise to unlock and, after use, relocked by pushing it down and rotating it clockwise.

1.5.8 STARTER

The engine is started either by an electrical direct cranking starter motor or by an electrical inertia, direct-cranking starter with hand cranking facilities.

1.5.9 STARTER SWITCH

The starter switch for the electrical direct cranking starter motor and the starter clutch and boost coil switches required for the electrical inertia starter are located on the starter panel below the flight instrument panel.

1.5.10 HAND STARTING CONTROLS

When hand-cranking, the starter commutator brushes must be raised from the commutator in order to reduce the frictional loads involved. This is accomplished by inserting the Starter Brush Release Lever, which is normally secured by a clip to the pedestal base, into the brush release lever socket on the engine instrument panel, and rotating the lever from ELECTRIC to HAND TURNING position.

When starting the engine by hand-cranking, the starter is engaged at its maximum speed to the engine by pulling out the Starter Clutch handle located to the left of the flight instrument panel.

To lock the handle in the engaged position, pull out fully then rotate a 1/4 turn clockwise.

1.5.11 ENGINE INSTRUMENTS

Conventional engine instruments are mounted on a panel below the engine controls quadrant on the pedestal. The engine instruments consist of: Tachometer, Manifold Pressure Gauge, Cylinder Head Temperature Gauge, Carburettor Mixture Temperature Gauge, combined Oil and Fuel Pressure and Oil Temperature Gauge. The starter Brush Release Socket is also located on the engine instrument panel.

## 1.6 PROPELLER

The engine drives a Hamilton–Standard two–bladed 8 ft 6 ins. diameter constant speed, counterweight–type propeller having a pitch range from 11.5° to 24° .

### 1.6.1 PROPELLER LEVER

The propeller lever is loctaed to the left of the throttle lever in the engine controls quadrant on the top of the pedestal and slides in a gate marked RPM, DECREASE, and INCREASE. It is connected to a push/pull rod linkage to the propeller governor.

The governor retains the selected rpm constantly, within the operating range of the propeller, regardless of variations in air loads or flight attitudes.

When INCREASE is selected the governor directs oil from its own engine drived pump to the propeller, at pressure, which hydraulically moves the propeller blades, in opposition to the counterweight, to lower angles.

When DRECREASE RPM is selected, the governor allows oil from the propeller to return to the engine sump and the counterweights move the blades to higher angles.

A friction control knob, below the propeller lever, increases frictionwhen rotated clockwise.

## 1.7 OIL SYSTEM

The oil tank is located aft of the firewall and is serviced from inside the cockpit through a filler at the base of the pedestal. The capacity is 5 1/4 IMPERIAL GAL. (1 gal. air space), the air space may be reduced during oil dilution. Oil returned from the engine passes through a line to a combined oil temperature valve and cooler.

### 1.7.1 OIL SPECIFICATION

| | |
|---|---|
| 3–GP–80 | 3GP–100 |
| MIL–0–6082 | MIL–0–6082 (1100) |
| DED 2472 A/O | DED 2472 B/O |

### 1.7.2 OIL DILUTION

When a start in cold weather is anticipated, the oil may be diluted with gasoline before stopping the engine. The oil dilution valve is operated by a solenoid whcih is controlled by a spring–loaded switch to the left of the instrument panel. For dilution percentages and times see Section V, para 5.2.

Oil dilution should not be used intermittently because of oil sludging, but should be continued during the season once it has been started.

## 1.8 FUEL SYSTEM

Fuel is contained in three tanks under the cabin floor which are used separately. They are serviced through three filler necks in a filler compartment protected by a hinged door on the forward left–hand side of the fuselage, adjacent to the cockpit door.

For long range operation non–jettisonable wing tip tanks may be installed to replace conventional wing tips. Fuel from these tanks is gravity fed to the front tank. For fuel transfer procedure see para 2.11.1.

A long range belly tank may also be sinatlled, on special order.

### 1.8.1 FUEL SPECIFICATION

3–GP–25A MIL–F–5572 DED 2485

### 1.8.2 FUEL CAPACITIES

| | |
|---|---|
| Front Tank | 29 Imp. (35 U.S.) gal. |
| Centre Tank | 29 Imp. (35 U.S.) gal. |
| Rear Tank | 21 Imp. (25 U.S.) gal. |
| Wing tip tanks (2 X 18 Imp. gals.) | 36 Imp. (43 U.S.) gal |
| Total with wing tip tanks | 115 Imp. (138 U.S.) gal |

## 1.9 FUEL SYSTEM CONTROLS

### 1.91 FUEL SELECTOR

Fuel us supplied from any one of the

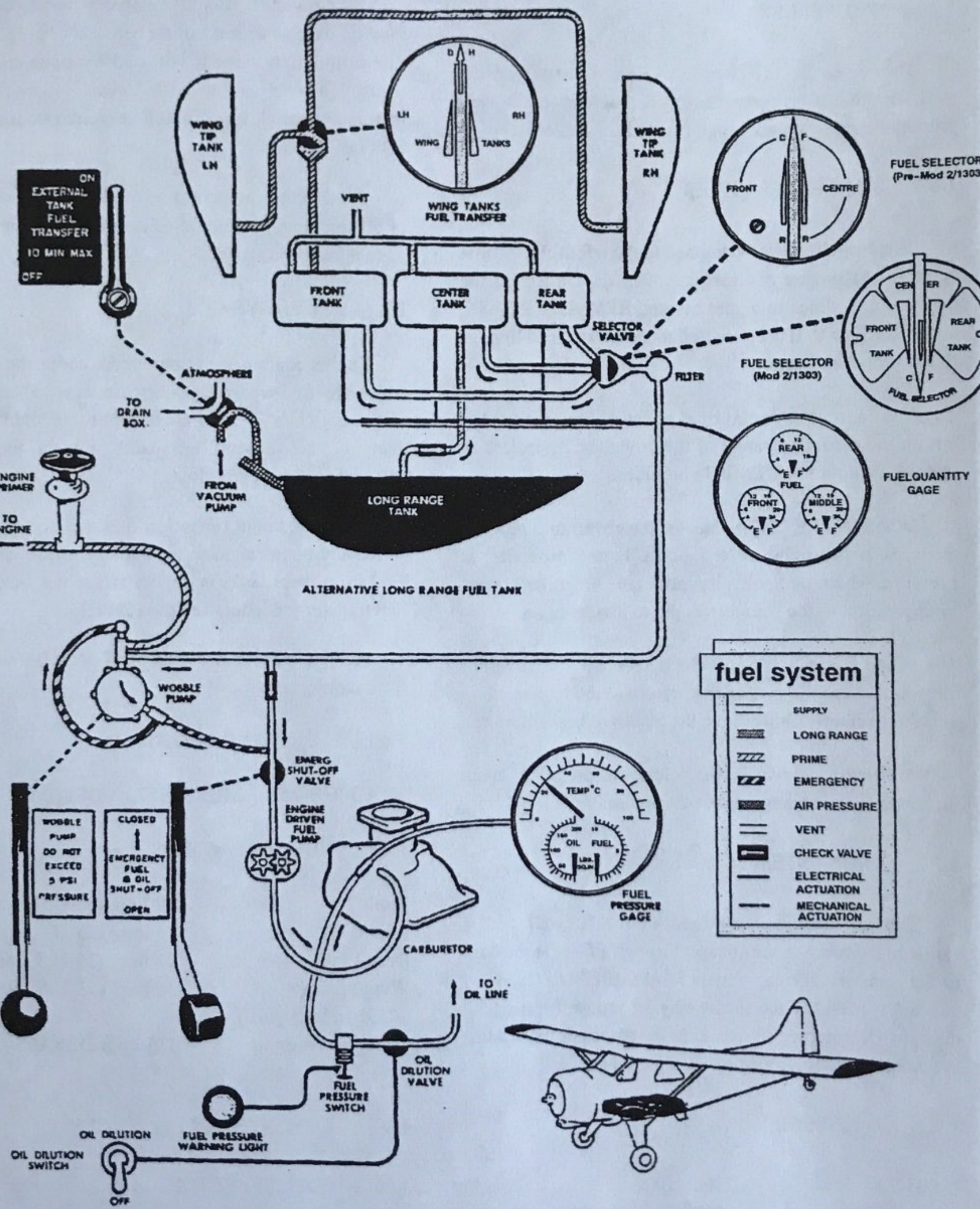



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**Fig. 1–6 FUEL SYSTEM DIAGRAM**

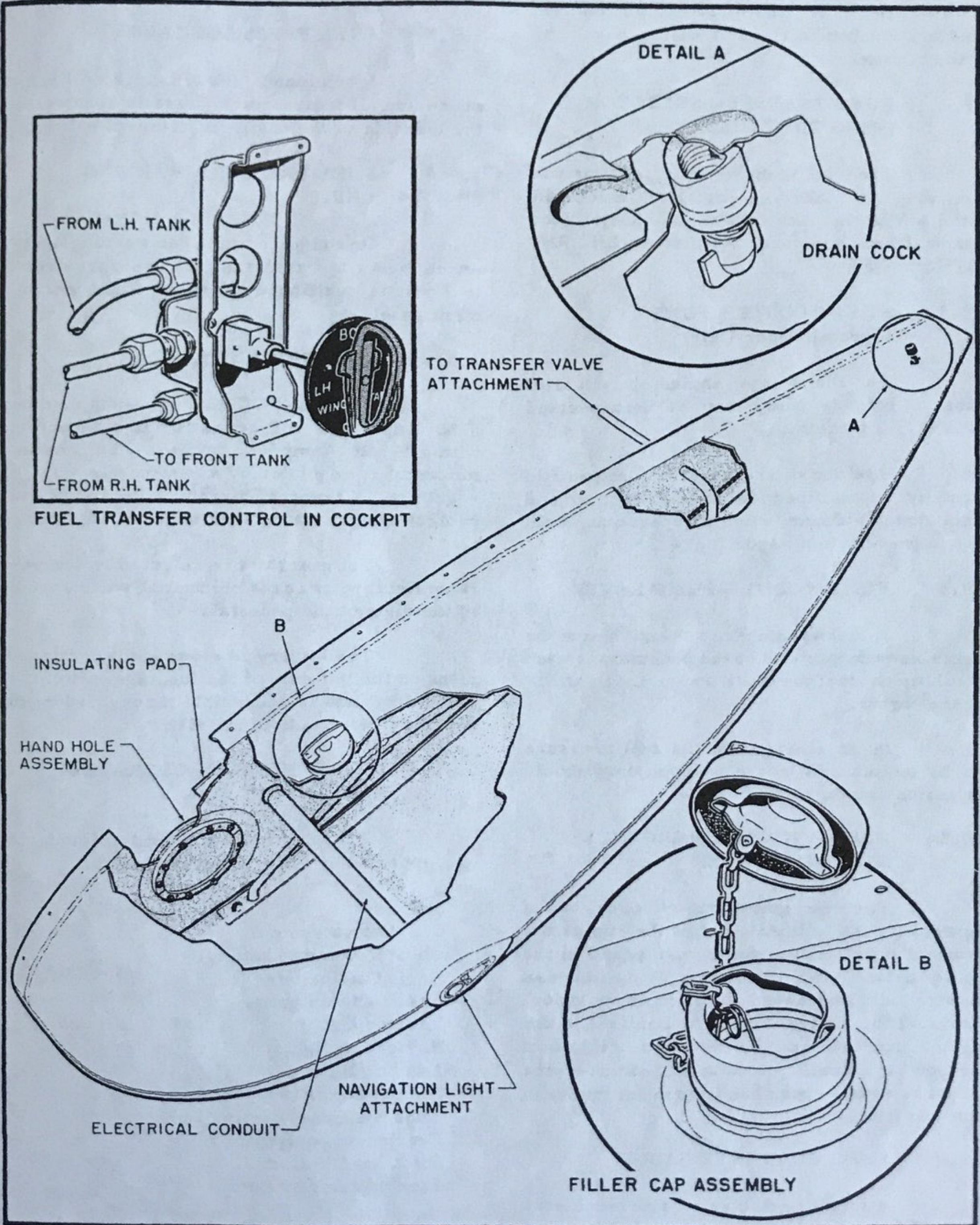



FIG 1-7 LONG RANGE WING TIP TANKS

three fuel tanks by selecting FRONT TANK, CENTRE TANK or REAR TANK on the fuel selector, located to the left of the flight instrument panel.

### 1.9.2 FUEL TRANSFER SELECTOR (WING TIP TANKS)

The fuel transfer selector, for use when wing tip tanks are installed, is located to the left of the pilot, above the cockpit door window. It has four positions marked LH, RH, BOTH and OFF.

### 1.9.3 FUEL BOOSTER PUMP (Special Order Only)

To assist the engine driven fuel pump, a booster pump may be incorporated into the fuel system.

The use of the booster pump should normally be confined to engine starting and flight at high altitude, when its operation would help to prevent fuel vapor locks.

### 1.9.4 FUEL WOBBLE PUMP LEVER

A fuel wobble pump lever, below the engine instrument panel on the pedestal, is used to build up the fuel pressure to 5 psi, for starting the engine.

In an emergency the fuel pressure can be maintained by the wobble pump should the engine driven pump fail.

### 1.9.5 FUEL AND OIL EMERGENCY SHUT-OFF LEVER

The emergency shut-off lever, on the right side of the pedestal, below the engine instrument panel, is normally wirelocked in the down position. When pulled sharply up to break the wire lock, and moved to the closed position, it cuts off the supply of both fuel and oil to the engine. After use it can be returned to its down position for normal operation but should be wire locked as soon as possible to prevent inadvertent operation.

### 1.9.6 FUEL CONTENTS GAUGE

A triple indicator fuel contents gauge, located on the right side of the engine instrument panel, is graduated in Imperial gallons, in white and red figures for in-flight and tail down positions respectively.

### 1.9.7 FUEL PRESSURE GAUGE

A combined fuel pressure, oil pressure and oil temperature gauge is located on the left side of the engine instrument panel.

### 1.9.8 FUEL PRESSURE WARNING LIGHT

On some aircraft a red warning light, which lights up when the fuel pressure drops to 3 psi, is positioned above the flight instrument panel.

## 1.10 ELECTRICAL SYSTEM

Electrical DC energy is supplied by a 50 amp 28-30 volt generator in conjunction with a 24 volt 17 amp/hr. battery. The generator output is regulated by a carbon pile voltage regulator. A reverse-current relay is used to protect the generator when it is not charging.

The generator is selected by a generator field switch on the electrical switch panel to the right of the pedestal.

The battery is stowed in a compartment on the left side of the fuselage, aft of the cabin door, and is accessible through a hinged panel on the outside of the aircraft.

### 1.10.1 ELECTRICALLY OPERATED EQUIPMENT

The following equipment and controls are operated by the electrical system:

- Starter
- Oil dilution system
- Booster pump (if installed)
- Engine indicators
- Fuel contents gauge
- Interior lights
- Navigation lights
- Landing light
- Anchor lights (seaplane)
- Fuel pressure warning light
- Electronic equipment
- Pitot head heater
- Fire warning system

### 1.10.2 GENERATOR FIELD SWITCH

The generator field switch, located

on the electrical switch panel, is of the single-pole, single throw type.

1.10.3 BATTERY MASTER SWITCH

The battery master switch is located in the left-hand upper corner of the flight instrument mounting panel. It is of the double pole, single-throw type and interrupts the battery output to the electrical system.

The circuits controlling the discharge of the fire extinguisher and the cabin and anchor lights are independent of the master switch.

1.10.4 ELECTRICAL SYSTEM INDICATOR

A volt-ammeter, located in the electrical switch panel, indicates the amperage of the generator supply. The voltage of the generator supply is indicated when charging by pressing the stud at the lower left of the instrument. When the generator is not operating, the battery voltage only will be indicated.

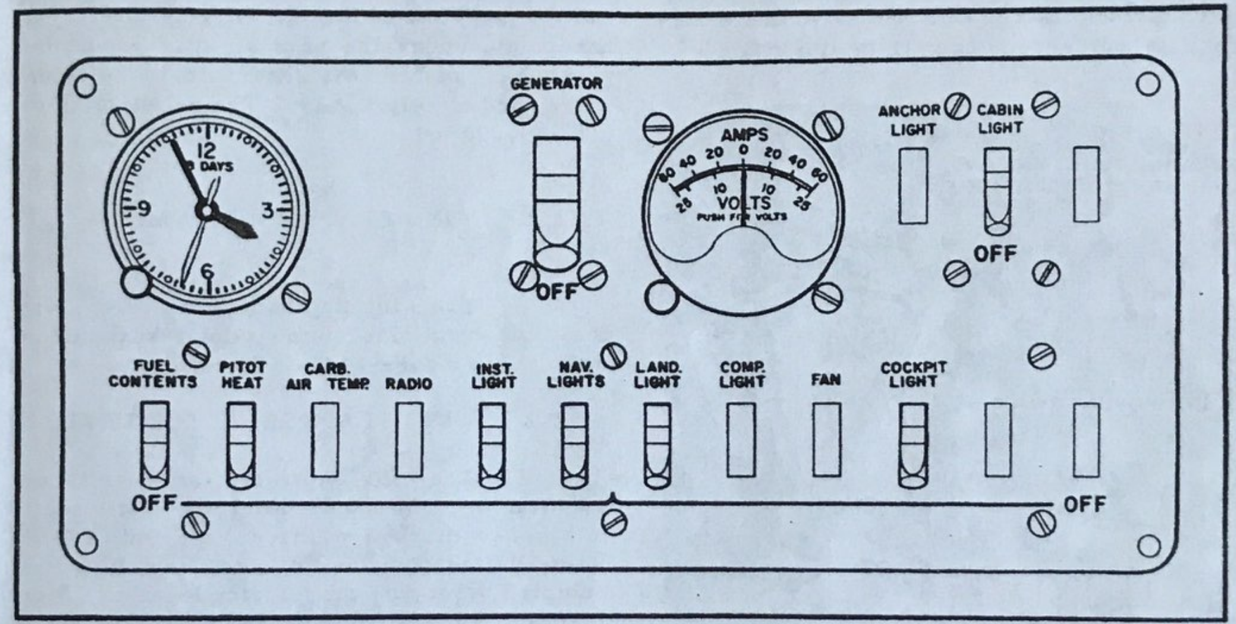



FIG 1-8 ELECTRICAL SWITCH PANEL

1.11 FLIGHT CONTROL SYSTEM

The control surfaces are conventionally operated by a control column and rudder pedals. The upper portion of the control column carrying the handwheel, may be "thrown-over" for use by a co-pilot in conjunction with the rudder pedals on the right side of the cockpit. The ailerons are differentially rigged to give a larger upward then downward displacement and are drooped when the wing flaps are lowered through the first 15°.

Trim tabs, adjustable in flight, are fitted to the elevator and rudder.

1.11.1 CONTROL COLUMN THROW-OVER AND LOCK

A lock plunger at the hinge point of the control column locks the hinged upper portion of the column in position.

The control column can be thrown over during level cruising flight without disturbing the balance of the aircraft by grasping the upper portion of the column and allowing the handwheel free movement as the upper portion is "thrown-over" for use by the co-pilot.

1.11.2 ELEVATOR TRIM

The elevator trim is adjusted by twin handwheels on the cockpit roof, operating in the natural sense. A pointer and scale, between the handwheels, marked NOSE UP, NOSE DOWN, indicate the direction and degree of trim applied.

1.11.3 RUDDER TRIM

The rudder trim is adjusted by a handwheel on the cockpit roof, just aft of the elevator trim handwheels. A pointer and a scale, marked LEFT and RIGHT indicate the direction and degree of the trim applied.

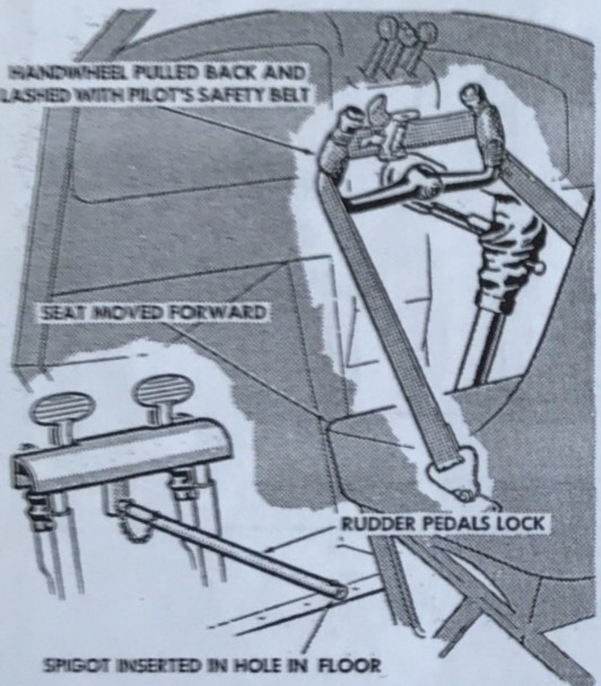



FIG 1-9 FLIGHT CONTROL LOCKS

1.11.4 CONTROL LOCKS

The control column and handwheel are locked by strapping them to the pilot's seat with the safety belt. The rudder pedals are locked by a pedal lock which, when not in use, is stowed in the baggage compartment behind the cabin rear partition.

To lock the pedals, the channel portion of the lock must be fitted over the pedals and the spigots at the end of the lock-rod, which is attached to the channel portion by a chain, must be inserted into a hole in the channel and in a corresponding hole in the cockpit floor, forward of the pilot's seat.

1.12 WING FLAPS

The wing flaps are of the slotted type and extend from the wing roots to the inboard ends of the ailerons which also droop in conjunction with the flap movement. The flaps are operated by an actuating cylinder located in the fuselage at the left-hand wing root. Hydraulic fluid is supplied to the actuating cylinder by a handpump, under the pilot's seat. This handpump has an integral reservoir, a selector valve, and a relief valve. The relief valve is set at 1,000 psi.

1.12.1 WING FLAPS HAND PUMP LEVER

The wing flap hand pump lever is at the right-hand side of the pilot's seat and is operated in a fore-and-aft direction.

1.12.2 WING FLAPS SELECTOR LEVER

The wing flaps selector lever is located on the right-hand side of the pilot's seat. It has two marked positions, UP and DOWN. Intermediate positions of the wing flaps are selected by moving the selector lever to UP or DOWN then pumping the wing flaps with the hand pump lever to the desired position, as shown on the wing flaps indicator.

WARNING

If the flaps are in any lowered position, it is essential that the selector lever is retained in the DOWN position. When the flaps are retracted, the selector lever must be retained in the UP position. Once the selector lever is set to DOWN and the flaps are pumped to the desired position, the selector lever must not be moved until it is desired to change the flap position.

1.12.3 WING FLAPS INDICATOR

A wing flaps position indicator is

situated above the flight instrument panel. It is marked FULL FLAP, LANDING, TAKE-OFF, CLIMB and CRUISE. FULL FLAP is only required for emergency landing in very restricted areas.

1.13 LANDING GEAR SYSTEM

The main wheel units and the tailwheel unit are not retractable. For water based operations the wheel units are replaced by two floats which are attached to the fuselage by struts.

For winter operations the main wheels and tailwheel may be replaced by skis.

1.13.1 TAILWHEEL STEERING

The tailwheel is steerable by operation of the rudder pedals, for 25° each side of the longitudinal centre line of the aircraft. Outside of these limits, the tailwheel automatically disengages from the steering range and becomes fully castoring. The tailwheel is brought back into steering range by taxiing straight forward and centering the rudder pedals at the same time. Engagement of the steering mechanism has been achieved when a slight resistance to the movement of the rudder pedals is felt.

1.13.2 BRAKE SYSTEM

The main landing gear wheels are each fitted with a hydraulic brake unit which is individually actuated through an independent hydraulic line and brake master cylinder. Each brake master cylinder has an integral fluid reservoir and is connected by an adjustable linkage to its relative toe pedal. Depression of the toe pedal operates the piston in the relevent master cylinder which causes pressure to be applied, through flexible and rigid fluid lines and a brake valve, to the wheel brake unit concerned. A parking brake is incorporated in the brake system. Operation of the parking brake handle in the cockpit after the toe pedals have been depressed, locks the brake units in the "on" position.

1.13.3 TOE PEDALS

Pressure on the toe pedals, which are the upper portions of the rudder pedals, actuates the pistons in the master cylinders and displaces hydraulic fluid into the brake units where the shoes are applied to the brake discs. The toe pedals are adjustable relative to the rudder pedals by adjusting the lengths of the master cylinder connecting rods.

The removable rudder pedals for the co-pilot are not connected to the brake system.

1.13.4 PARKING BRAKE

When the parking brake handle (figure 1-4) is pulled, after the toe pedals have been depressed to build up pressure in the brake system, pressurized fluid is trapped in the lower part of the brake system and locks the brake units.

If the aircraft is fitted with the new type parking valve (Part No. C2-CF-1711A) and the brake toe pedals are operated while the parking brake is set, hydraulic pressure greater than that existing in the system below the parking valves is created in the master cylinders and this additional pressure will push back the locking plunger of the parking valve and disengage the parking brake.

WARNING

In the event of a defective parking brake valve permitting loss of pressure after the brakes have been on for 6 to 10 minutes, the brakes will slip; and, if the engine is running, the aircraft will move forward.

If the aircraft is fitted with a Scott Pat No. 4200 parking valve, it is then necessary to release the parking brake handle before the toe brakes can be used to stop the aircraft. The parking brake with above valve will hold the aircraft at engine speeds up to 1900 rpm, if normal toe pressure was applied when locking the brake system.

1.14 INSTRUMENTS

A shock-mounted flight instrument panel is provided for the pilot and incorporates an altimeter, turn-and-bank indicator, rate-of-climb indicator, air speed indicator, directional gyro and artificial horizon.

1.14.1 PITOT STATIC OPERATED INSTRUMENTS

The airspeed indicator, altimeter,

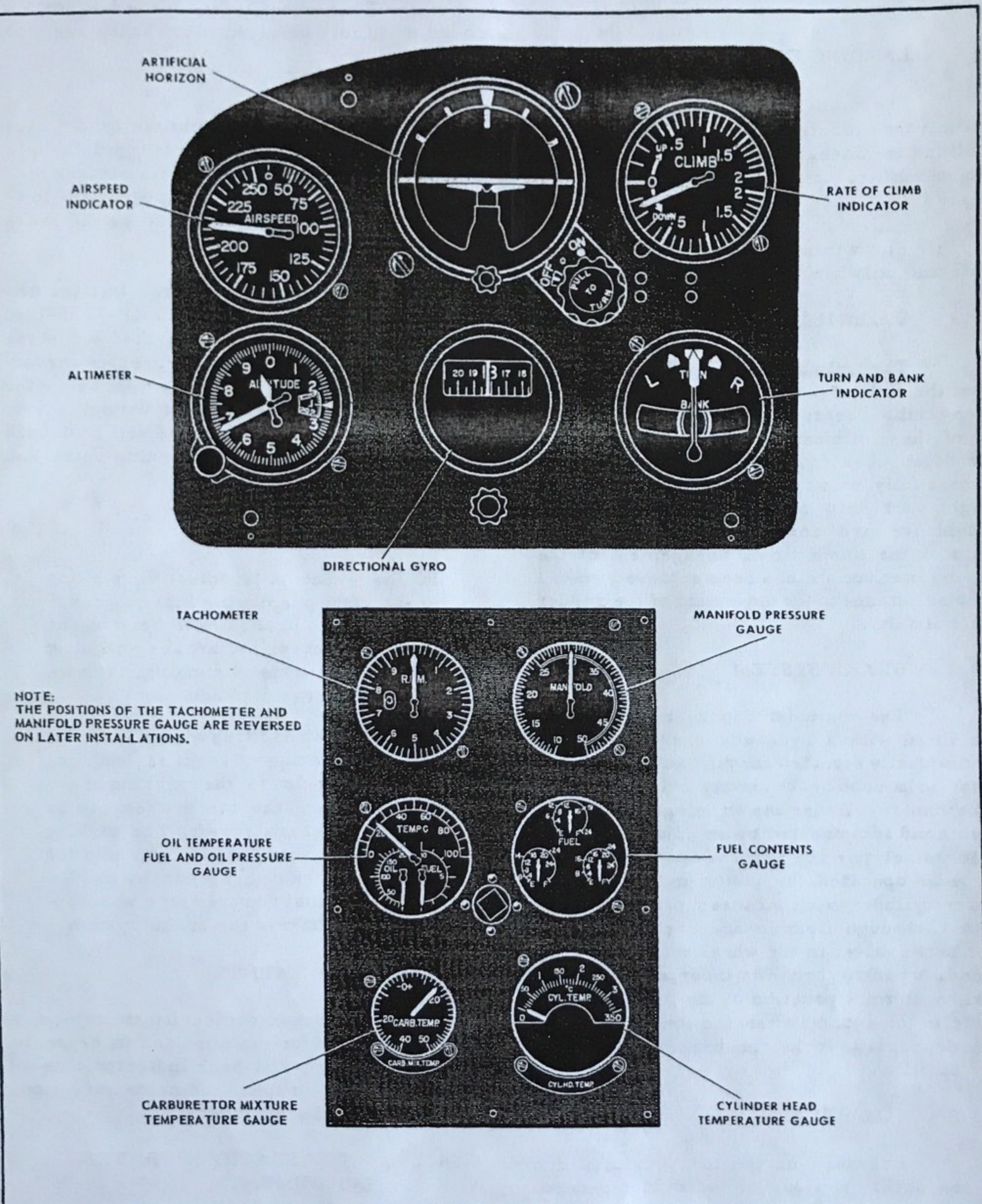



FIG 1-10 FLIGHT INSTRUMENT PANEL AND ENGINE INSTRUMENT PANEL

and the rate-of-climb indicator, are operated by the pitot static system. The static opening is incorporated in the left-hand side of the rear fuselage.

1.14.2 VACUUM-OPERATED INSTRUMENTS

The directional gyro, artificial horizon and turn-and-bank indicator, are operated by the vacuum system. A vacuum gauge on the right of the electrical switch panel indicates the vacuum in In.Hg. being applied to the instruments.

1.14.3 OUTSIDE AIR TEMPERATURE GAUGE

The outside air temperature gauge is located in the cockpit roof. It is of the direct-reading bulb type and the dial is graduated in both Fahrenheit and Centigrade scales.

1.14.4 ARTIFICIAL HORIZON

The artificial horizon is powered by the vacuum system. Its horizon bar gives a dive, climb and angle of bank indication. A knob at the bottom of the instrument dial permits adjustment of the instrument to any fore-and-aft attitude of the airplane within limits of plus or minus $7^{\circ}$.

A caging knob on the instrument erects the gyro and locks the horizon bar in the horizontal position. This knob must be in the uncaged position before take-off to insure proper indications from the instrument.

The operating limits are set to permit $70^{\circ}$ climbs and glides, and $100^{\circ}$ right or left banks before the limit stops are reached. If exceeded, the caging knob provides a rapid means for resetting the artificial horizon.

1.14.5 MAGNETIC COMPASS

The magnetic compass is mounted on a bracket attached to the windshield center post. The switch for the compass light is on the electric switch panel. A compass deviation card is mounted above the compass.

1.15 EMERGENCY EQUIPMENT

1.15.1 HAND OPERATED FIRE EXTINGUISHER

A hand operated fire extinguisher is stowed in a quick release clip on the floor, in front of the pilot's seat.

1.15.2 ENGINE FIRE EXTINGUISHER SYSTEM

The engine fire extinguisher system is controlled from the fire extinguisher panel below the flight instrument panel. The system incorporates a fire extinguisher bottle, a flame switch and a length of fuse wire located in the engine accessories compartment.


FIG 1-11 ENGINE FIRE EXTINGUISHER PANEL

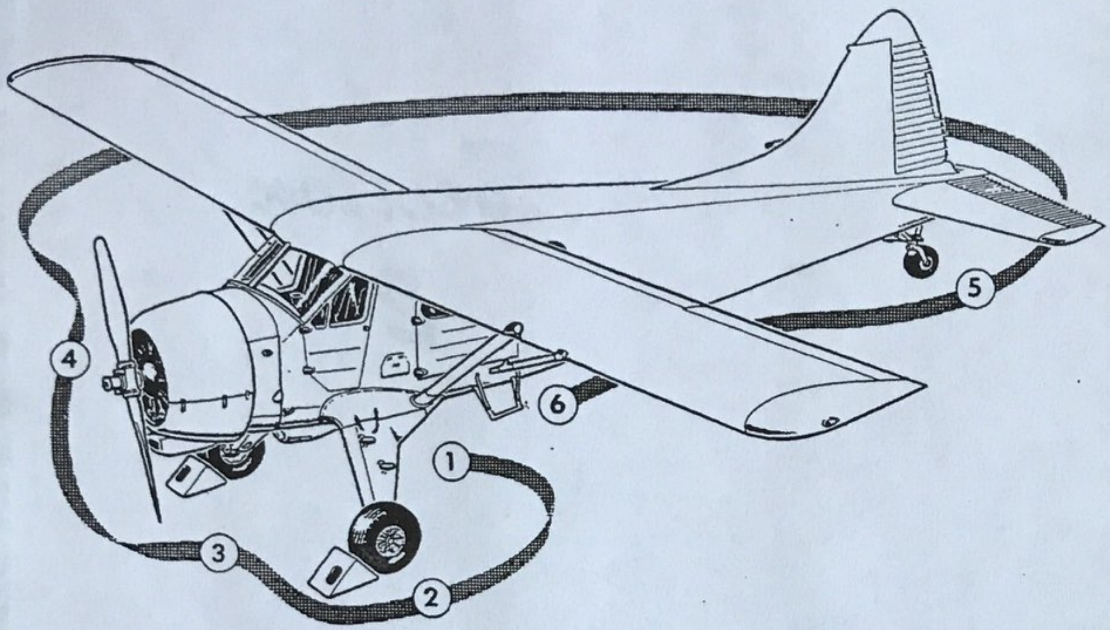
In the event of fire, the red fire warning light on the extinguisher panel is illuminated. The engine should then be switched off before switching the EXTINGUISHER SWITCH-ON to discharge the contents of the bottle inside the engine cowling.

Both the warning light and the extinguisher circuits are protected by push-to-reset button type circuit breakers on the fire extinguisher panel.

# Section 2

DH CANADA

# NORMAL PROCEDURES




Starting at the pilot's cockpit, make the following checks:

While making exterior inspection, check all surfaces for cracks, distortion, loose rivets and indication of damage. Check all access doors for security. Check surfaces and hinges of all flight control surfaces.

1. Check security of fuel filler caps and access panel. Check that the aircraft has been serviced with required quantities of fuel, oil and hydraulic fluid.
2. Check that wheels are chocked. Check security of landing gear, fairings, tires for cuts, bruises and slippage. Check tire pressures and wheel brakes hose and pipes for oil leaks.
3. Check that carburettor and oil cooler intakes are clear.
4. Check propeller for nicks and oil leaks. Check cowl and panels for dents, scratches and for security.
5. Check tailwheel tire for cuts, bruises and slippage. Check tire pressure.
6. Check that pitot head cover is removed.

FIG 2-1 EXTERIOR INSPECTION DIAGRAM

# SECTION II

# NORMAL PROCEDURES

## 2.1 BEFORE ENTERING AIRCRAFT

Carry out an EXTERIOR INSPECTION of the airplane as detailed in Figure 2-1.

Also check storage of cargo and baggage and determine load distribution and CG position.

## 2.2 ON ENTERING AIRCRAFT

Check the following:

(a) Ignition - OFF.

(b) Parking brake - set.

(c) Controls - unlocked.

(d) Controls for - free, correct and full movement.

(e) Adjust pilot's seat.

(f) Trims - as required.

(g) All switches - OFF (except generator field switch which should be ON).

(h) Battery master switch ON.

(j) Fuel quantities - check.

(k) Altimeter and clock - set.

(l) Communication equipment - test (if external power is not available, make test during final period of engine warm-up).

When night flying is anticipated, make the following checks, possibly with the help of an outside observer:

(a) Landing light.

(b) Navigation lights, identification lights, if fitted.

(c) Check panel lights, interior lights.

(d) Flashlight - on board.

## 2.3 BEFORE STARTING ENGINE

Make the following checks:

(a) Fire guard - in position.

(b) Propeller area - clear.

(c) All switches - OFF (except generator field switch).

(d) Throttle lever - 1/4 to 1/2 in. open.

(e) Propeller lever fully DECREASE RPM.

(f) Mixture lever IDLE CUT-OFF.

(g) Carburettor hot air lever - COLD.

(h) Ask ground crew or use starter to turn propeller to make sure that an excessive amount of oil is not trapped in the lower cylinders, forming a hydraulic lock.

**NOTE**

> If a hydraulic lock is indicated, drain the excess oil from the lower cylinders, by removing their spark plugs.

### 2.3.1 SEAPLANE ENGINE STARTING

If it is intended to start the engine before casting off from a buoy:

(a) Untie the mooring rope knot and reposition the rope around the forward spreader bar between floats.

(b) Pull seaplane forward until the buoy is behind the propeller, near the spreader bar

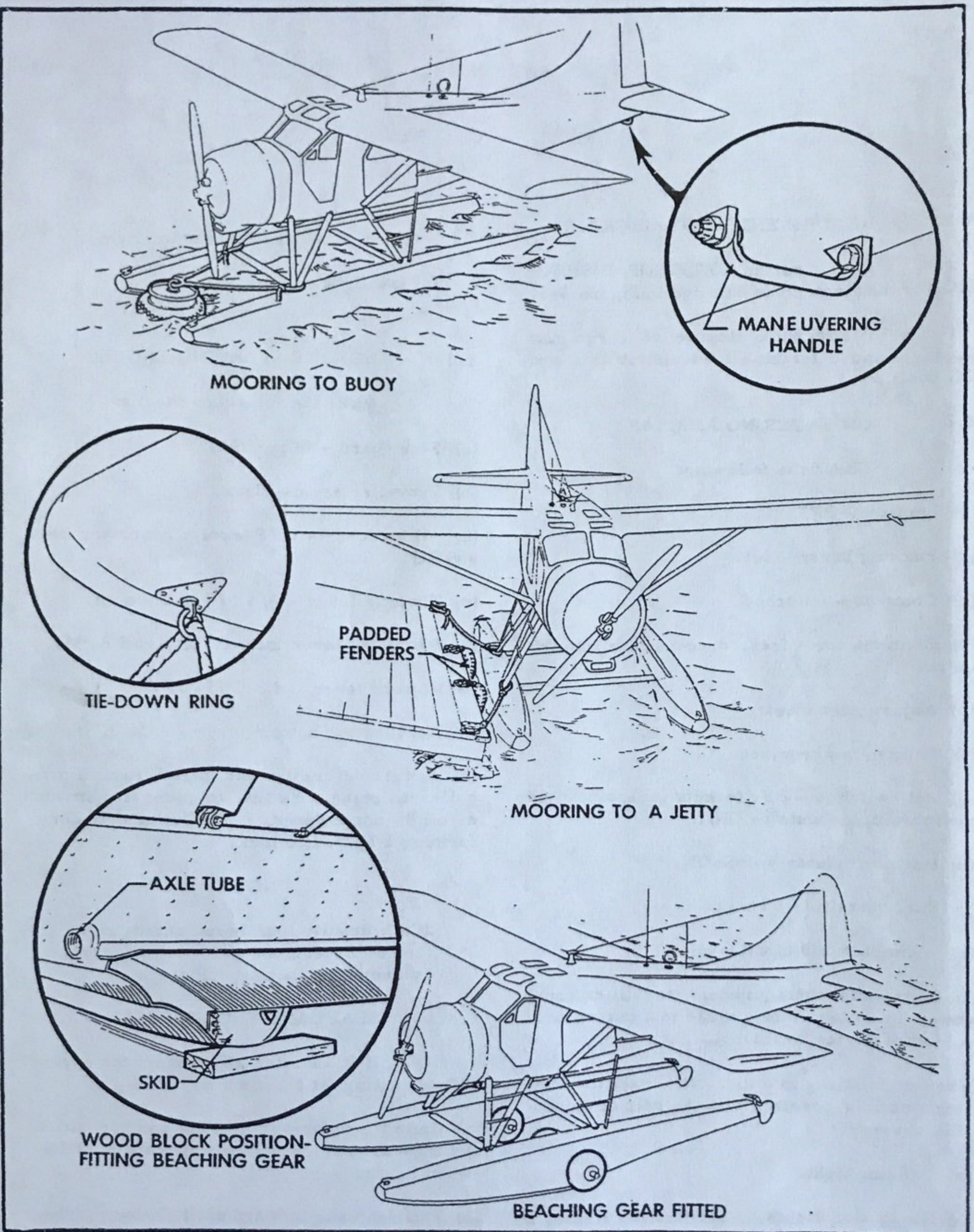



FIG 2-2 SEAPLANE MOORING AND BEACHING PROVISIONS

The buoy must be of the flagless type to allow the spreader bar to clear it when taxiing away.

2.4 STARTING ENGINE

2.4.1 NORMAL ENGINE START

(a) Propeller area - clear.

(b) Battery master switch - ON.

(c) Fuel and oil emergency cut-off lever - OPEN.

(d) Fuel selector to fullest tank.

(e) Mixture lever - AUTO RICH.

(f) Throttle lever - 1/4 to 1/2 in. OPEN.

(g) Build up fuel pressure with wobble pump to maximum 5 psi.

(h) Prime 4 strokes.

(j) Both ignition switches to ON position.

Direct cranking starter motor

(k) Hold starter switch to STARTER position.

Electrical Inertia Starter

(l) Hold starter switch to STARTER position until starter whine ceases to rise in pitch.

(m) Release starter switch and simultaneously:

(n) Hold clutch engagement switch to STARTER CLUTCH position.

NOTE

A hot engine may be cranked directly for starting by energizing the starter and clutch together.

(o) Hold Booster Coil switch to BOOSTER COIL position.

As soon as engine fires:

(p) Release Starter switch or Starter and Starter Clutch switches to OFF position.

(q) Release Boost coil switch.

(r) Priming Pump - locked OFF.

CAUTION

1. As soon as engine fires, throttle back to about 500 to 800 rpm.

2. Do not pump throttle to catch a "dying" engine.

3. If oil pressure does not register on gauge within 30 seconds, stop engine and investigate.

WARNING

If a booster pump is installed make sure that the primer pump is shut-off completely after priming, or raw fuel will be injected into the cylinders when the booster pump is switched on.

(s) As soon as oil pressure reaches 50 psi steady indication select propeller lever to full INCREASE RPM position.

2.4.2 FAILURE IN STARTING

Engine fails to start at first attempt (Starter run down)

(a) Release boost coil switch.

(b) Ignition - OFF.

(c) Throttle lever 1/4 to 1/2 in OPEN.

(d) Disengage starter clutch, if necessary, by having propeller rocked between 1/4 and 1/2 revolutions. (Inertia Starter only).

(e) Repeat normal starting procedure, using little or no priming.

Engine over-primed

(a) Ignition - OFF.

(b) Mixture lever - IDLE CUT-OFF.

(c) Throttle lever fully open.

(d) Clear excess fuel from induction system by having propeller turned clockwise, by hand, through 3 to 5 revolutions.

(e) Repeat normal starting procedure.

CAUTION

Insure propeller is turned in a clockwise direction. Turning the propeller counter-clockwise will return the excess fuel into the induction system and, consequently, hamper starting, create a fire hazard and increase the risk of hydraulicing.

2.4.3 STARTING BY HAND CRANK

(a) Ignition switches - OFF.

(b) Battery master switch - ON.

(c) All other switches - OFF.

(d) Starter brush release control - HAND TURNING.

(e) Raise fuel pressure with wobble pump to 5 psi. (Booster pump on if installed).

(f) Have propeller turned 3 or 4 revolutions by hand.

(g) Prime 3 to 5 strokes while propeller is being turned.

(h) Throttle 1/4 open. (Booster pump OFF if installed).

(j) Propeller fully DECREASE RPM.

(k) Mixture lever - AUTO RICH.

(l) Carburettor hot air lever - COLD.

(m) Have starter hand crank rotated until maximum possible starter speed is reached, and remove the hand crank.

(n) Ignition switches - ON.

(o) Hold boost coil switch to - BOOST COIL position.

(p) Pull out mechanical starter clutch handle and hold.

As soon as engine fires:

(q) Release mechanical starter clutch handle.

(r) Actuate primer until carburettor takes over.

(s) Release boost coil switch.

(t) Observe that oil pressure is indicated within 30 seconds.

NOTE

Before attempting an electrical start after handcranking, move the starter brush release control to ELECTRIC to bring the starter commutator brushes into contact with the commutator.

2.5 ENGINE WARM-UP

(a) Throttle to give 1000 rpm.

(b) Move propeller lever fully forward to INCREASE RPM, as soon as oil pressure reaches 50 psi.

(c) After oil temperature has reached 100°F (40°C), adjust to smoothest engine speed between 1000 to 1400 rpm. Mixture lever FULL RICH.

(d) Select propeller lever to coarser pitch at 1000 rpm, to circulate the oil in the constant speed unit and propeller cylinder, then return to INCREASE RPM.

NOTE

Never rush engine warm-up.

(Engine fire during starting procedure see Section III, para 3.4.1).

(e) Check oil pressure, fuel pressure and temperature.

(f) Tank feeds - check by rotating fuel selector to each tank.

2.6 ENGINE GROUND TESTS

The engine oil inlet temperature should be above 100°F (40°C) yet never rise above 200°F (90°C). Cylinder head temperatures must not exceed 450°F (230°C).

Head aircraft into wind

(a) Parking brake ON, control column fully back.

(b) Fuel selector to fullest tank (if wing tip tanks are installed, select FRONT TANK or if belly tank is installed select CENTRE TANK).

(c) Propeller lever full INCREASE RPM.

(d) Set throttle lever to give 1750 rpm.

(e) Select magneto switch to "L". Return switch to "BOTH" to allow engine speed to stabilize itself before switching to "R". Return to "BOTH".

The drop in rpm should not exceed 100 rpm; it is normally in the region of 50 to 75 rpm. (In cold weather keep the carburettor mixture temperature at 40°F (4°C) for this check).

(f) If magneto drop is more than 100 rpm re-check at aerodrome pressure.

(g) Set throttle lever to give 600 rpm.

(h) Momentarily turn ignition switch OFF. The engine should stop firing completely.

NOTE

This last check should be carried out with the minimum delay in the OFF position to prevent backfiring when the switch is returned to "BOTH".

WARNING

If the engine does not momentarily stop firing completely, stop the engine by selecting the mixture lever to IDLE CUT-OFF. Warn personnel to stay clear of the propeller and have ignition switch and magneto ground lead checked.

(j) Open throttle until manifold pressure is equal to aerodrome pressure.

(k) Check that generator cuts in at 1400 rpm approximately.

(l) Check rpm 2100 plus or minus 20 approximately.

(m) Check oil, fuel and vacuum pressures, cylinder head and oil temperatures within ranges.

(n) Retard throttle to give 1600 rpm.

(o) Move propeller lever to COARSE PITCH then return to full INCREASE RPM position. Note recover of rpm to 1600 rpm.

## 2.7 TAXIING

(a) Flaps at CRUISE POSITION.

(b) Propeller lever - full INCREASE rpm.

(c) Watch oil and cylinder temperatures. If necessary, run engine at higher rpm to provide additional cooling during taxiing.

(d) Make brake test as soon as aircraft starts moving.

(e) Operate rudder pedals to steer aeroplane by means of steerable tailwheel (25° to each side). Use brakes for larger tailwheel angles.

(f) Run engine at 1200 - 1400 rpm when aircraft is stopped during taxiing, to prevent spark plug fouling and to create a propeller blast for engine cooling.

WARNING

While on the ground, avoid prolonged engine running above 1400 rpm, particularly in hot weather, to prevent overheating of the installation.

## 2.8 TAKE-OFF CHECK

(a) All doors and windows closed.

(b) Elevator trim to meet CG requirements.

(c) Mixture lever - AUTO RICH.

(d) Propeller lever - INCREASE RPM.

(e) Fuel selector to desired tank position.

(f) Flaps - TAKE-OFF position.

(g) Directional gyro and artificial horizon - uncaged and set.

(h) Pitot heat ON if necessary in cold weather or when icing conditions are anticipated.

(j) Carburettor heat - COLD.

## 2.9 TAKE-OFF

(a) Make sure cylinder head temperature is below 450°F (230°C).

(b) Adjust throttle lever friction knob.

(c) Line up on take-off runway.

(d) Open the throttle smoothly to maximum permissible take-off power. See Figure 4-1.

(e) Anticipate tendency of aircraft to swing to the left.

(f) Allow aircraft to fly itself off at 55 to 65 mph. in a tail down attitude and climb at 65 mph.

(g) As soon as safe height has been attained, reduce power to 33.5 In.Hg. and 2200 rpm if aircraft is fully loaded, or 30 In.Hg. and 2000 rpm for normal weight.

(h) Slowly increase air speed to 80 mph and retrim.

(j) At altitude of 500 ft. - flaps to CLIMB and retrim.

## 2.10 CLIMB

Best rate of climb is obtained using Maximum Continuous Power (2200 rpm, 33.5 In.Hg.). Speed for best rate of climb is 95 mph IAS; speed for best angle of climb is 80 mph IAS.

Where circumstances warrant, Maximum Continuous Power may be used giving the rates of climb as stated in paragraph 4.10.

However, the engine manufacturer recommends, for reduced engine wear, that 2000 rpm and 30 In.Hg. AUTO RICH be used. The rates of climb will then be 540 fpm for the landplane, 460 fpm for the seaplane.

Refer to Cruise Power Chart in Appendix for recommended settings.

Keep cylinder head temperature consistent with limits in Figure 4-1. Low rpm at High Manifold Pressure helps to maintain climbing mixture strength and materially assists engine and oil cooling.

## 2.11 CRUISE

For continuous cruise, use Maximum Weak Mixture Power or less, taking the following steps:

(a) Flaps to "Cruise".

(b) Throttle back to 29.7 In.Hg. or less Manifold Pressure.

(c) Propeller lever to give 2000 rpm or less.

(d) Mixture lever to AUTO LEAN. Carburettor mixture temperature 40°F (4°C).

(e) Keep cylinder head temperature and oil inlet temperature consistent with limits in Figure 4-1.

For Cruising power reduced below that obtained at maximum weak mixture use settings in Cruise Power Chart on page V in Appendix.

### 2.11.1 FUEL MANAGEMENT

For favourable CG travel, without long-range tanks:

(a) Empty rear tank first, if aircraft is fully loaded, in order to move the CG progressively forward.

<u>Operation on long range tanks</u>

Since both long range belly tank and wing tip tanks contain more fuel (5 Imp. - 7 U.S. gal.) than the front or centre fuselage tank will hold (see para 1.8.2), fuel from long range tanks must be transferred in two stages.

<u>When wing tip tanks are installed</u>

**CAUTION**

On aircraft having rubber liners in the main fuel tanks (Modification 2/1376) and equipped with C2-PT-445A and C2-PT-446A wing tip tanks, transfer of fuel to the front main tank should be avoided during flight through snow or ice conditions. The air scoop at each tank vent may become blocked in these conditions and prevent fuel transfer. Transfer of fuel is dependent on gravity feed assisted by air pressure from the wing tip tank air scoops.

(a) Take-off, climb and cruise with the FRONT main tank selected until it is almost empty.

(b) Move main fuel tank selector to CENTRE or REAR TANK position.

(c) Move wing tanks fuel transfer selector to BOTH and leave at that position until the fuel quantity gage shows an increase of 20 gallons in the front tank, then move the transfer selector to OFF.

(d) Reselect FRONT TANK until tank is again almost empty, then repeat steps (b) and (c) to transfer the remaining 16 gallons to the FRONT main tank. After transfer of all the wing tanks fuel move the transfer selector to OFF, and resume normal tank selection.

CAUTION

If the aircraft is laterally unbalanced after transfer of the initial 20 gallons of fuel, then the wing tanks fuel selector should be positioned at LH or RH as appropriate during the transfer of the remaining 16 gallons of fuel to correct the unbalance.

When belly tank is installed

(a) Take-off and climb on centre fuselage tank to cruising altitude.

(b) When contents of centre tank are nearly exhausted, select FRONT TANK or REAR TANK on fuselage tank selector.

(c) Select TRANSFER on long-range tank transfer selector.

(d) Turn off long-range transfer selector when centre tank is nearly full.

(e) Repeat procedure to empty belly tank into centre tank.

NOTE

Loss of speed at cruising is 6 mph with belly tank installed.

2.11.2 AIRSPEED CORRECTION

To correct indicated airspeed to calibrated airspeed:

Subtract 5 mph from all indicated cruising speeds.

Subtract 5 mph from the indicated airspeed when flaps in DOWN position.

2.11.3 WEAK MIXTURE OPERATION

Refer to Section V.

2.12 DESCENT

(a) Reduce airspeed and power as required.

(b) Fuel selector to fullest tank.

(c) Instruments in correct ranges.

2.13 APPROACH

(a) Reduce airspeed to 90 mph IAS.

(b) Propeller lever to INCREASE rpm.

(c) Mixture lever - AUTO RICH.

(d) Flaps to LANDING or as desired.

(e) Maintain a normal approach airspeed of 80 mph IAS. (Rate of descent with be approximately 1000 ft. per min.).

NOTE

Open throttle several times during approach to clear engine and to prevent too rapid engine cooling.

NOTE

When carburettor heat is used during approach, select "COLD" late on the final approach. This is to insure that full power will be available in case of a baulked landing.

2.14 LANDING

(a) Trim as required.

(b) Increase power to decrease rate of descent.

NOTE

With flaps at landing, the "Power-Off" approach produces a marked nose down attitude.

(c) Pull back gently on the control column for three-point touch-down.

(d) There is no tendency to swing after touch-down except in crosswinds.

NOTE

In normal stalled landing the tailwheel will touch first, when landing without flap.

(e) After touch-down hold control column fully back.

(f) Use rudder and steerable tailwheel to maintain straight path.

(g) Apply wheel brakes, as necessary, to control landing run.

2.14.1 MINIMUM RUN LANDING

Minimum run landings may be necessary under extraordinary circumstances.

Pilots familiar with the aircraft and experienced in short landing technique may perform minimum run landings by using full flap and reducing the airspeed on the final approach to 65 - 68 mph and maintaining that speed to the point of flare-out.

2.14.2 CROSS-WIND TAKE-OFF & LANDING

The lateral component of wind velocity at and below which it is safe to take off and land is not more than 10 mph at 90° for landplane, skiplane and seaplane.

2.14.3 NIGHT LANDING

At night a "Power-On" landing is recommended so that a go-around is facilitated.

2.14.4 SEAPLANE LANDING

(a) Use same procedure as for landplane.

(b) Do not lower water rudders until aircraft has stopped planing.

2.14.5 SKIPLANE LANDING

Prior to landing skiplane make sure:

(a) Snow does not deceptively cover uneven ground.

(b) Ice is thick enough to support the aircraft.

NOTE

Blue ice is generally quite thick. White ice is nearly always thin, especially on fast flowing rivers.

(c) Use power approach for landing on unmarked snow.

(d) Do not make turns when close to snow-covered ground.

2.15 GO-AROUND AND BAULKED LANDING

Decide early in approach to go around, using procedure as follows:

(a) Open throttle lever slowly to full take-off power.

(b) Keep nose down, re-trimming if necessary, to maintain normal flap down airspeeds - 65 mph for TAKE-OFF flap, 75 to 90 mph for CLIMB or CRUISE flap settings.

(c) Retract flaps slowly when safe altitude is reached.

(d) Retrim as required.

2.16 AFTER THE LANDING

(a) Flaps to CRUISE when landing run is completed.

(b) Elevator trim to neutral.

2.17 POST FLIGHT CHECKS
(Last flight of day only)

(a) Set parking brakes.

(b) Carburettor heat - COLD.

Ignition safety check

(a) Engine at idling speed.

(b) Switch OFF ignition switch momentarily - engine must stop firing completely.

(c) Ignition ON as soon as possible to prevent backfiring. Ignition system and power check.

(d) Control column fully back.

(e) Advance throttle lever to aerodrome barometric pressure.

(f) RPM should be 2100 plus or minus 20.

(g) Check magnetos by selecting "L" momentarily and return to "BOTH" before selecting "R" momentarily.

NOTE

When running on one magneto, the drop in rpm should not exceed 100 rpm.

Idle speed check

(a) Retard throttle lever to idling position.

(b) Engine rpm should be 450 - 550.

(c) Oil pressure and fuel pressure should remain within operating limits.

2.18 STOPPING THE ENGINE

(a) Allow engine to idle for a short period to assist it in gradually cooling down.

(b) Open throttle to give 1000 - 1200 RPM.

(c) Propeller lever to full DECREASE RPM.

(d) The RPM will drop off as the propeller changes pitch but should be maintained at 800 rpm with the throttle.

(e) When cold weather start is anticipated, engine oil may be diluted.

(f) Mixture lever - IDLE CUT-OFF.

(g) Switch ignition OFF after propeller has stopped turning.

(h) Check wing tip tank selector OFF, if tanks are fitted.

(j) Main fuel tank selector OFF.

(k) All switches OFF except generator field switch.

If engine fails to stop proceed as follows:

(a) Check magnetos again.

(b) Close throttle to idling.

(c) Turn fuel selector OFF.

(d) Maintain 800 rpm.

(e) Wait until engine has stopped through fuel starvation.

(f) Switch ignition OFF.

(g) Throttle lever fully CLOSED.

# Section 3



CANADA

# EMERGENCY PROCEDURES

# SECTION III

# EMERGENCY PROCEDURES

## 3.1 ENGINE FAILURE

### 3.1.1 ENGINE FAILURE DURING TAKE-OFF RUN

Remaining length of runway is sufficient for stopping safely.

(a) Apply brakes - control column fully back all the time.

(b) Mixture lever - IDLE CUT-OFF.

(c) Pump flaps fully DOWN.

(d) Ignition - OFF.

(e) Fuel selector - OFF.

(f) Battery master switch - OFF.

Space ahead is insufficient.

(a) Take steps as above.

(b) Turn the aircraft by momentarily applying differential braking in the desired direction, rudder pedals in neutral, then apply differential braking in the reverse direction to counteract ground looping tendency.

### 3.1.2 ENGINE FAILURE AFTER TAKE-OFF.

(a) Lower nose immediately, to maintain airspeed at 65 mph.

(b) Mixture lever - IDLE CUT-OFF.

(c) Propeller lever to DECREASE RPM position.

(d) Fuel and oil emergency shut-off - pull sharply CLOSED.

(e) Ignition - OFF.

(f) Battery master switch - OFF.

(g) Fuel selector - OFF.

(h) Warn passengers to brace feet against supports and protect their heads by placing an arm across forehead, gripping fuselage structure with the same hand.

(j) KEEP STRAIGHT AHEAD AND CHANGE DIRECTION ONLY ENOUGH TO MISS OBSTACLES. USE RUDDER ONLY.

CAUTION

Always maintain enough airspeed to assure full control of aircraft to point of touchdown. Coarse use of ailerons near the stall airspeed precipitates wing dropping.

CAUTION

It is better to ride an aircraft with a dead engine safely to a crash landing straight ahead, than to turn back to the field. Attempts to turn back have, in many instances, ended with an uncontrolled roll or spin into the ground.

### 3.1.3 ENGINE FAILURE ABOVE 800 FT. AFTER TAKE-OFF

(a) Depress nose to gliding attitude.

(b) Flaps to CRUISE.

(c) Propeller lever to full DECREASE RPM position.

(d) Maintain airspeed of 95 mph IAS (glide gradient is 11% rate of descent 890 ft. per minute.)

(e) Decide whether to crashland straight ahea or complete the circuit and attempt to land on the air field.

.-) Proceed as described in DEAD ENGINE LANDING.

### 3.1.4 ENGINE FAILURE DURING FLIGHT

If sufficient altitude is available:

Attempt to re-start the engine as follows:

(a) Lower nose and maintain airspeed at 95 mph.

(b) Check fuel selector at fullest tank.

(c) Check fuel pressure within normal range.

(d) Check that some oil pressure is indicated. Do not attempt to re-start if there is no oil pressure.

(e) Throttle - 1/3 open.

(f) Check ignition switches - BOTH.

(g) If no fuel pressure is indicated.

(h) Booster pump - ON (if installed) or: Use wobble pump to build up fuel pressure and prime for a maximum of 4 strokes. If still no fuel pressure do not attempt a re-start.

If re-start fails:

(a) Ignition switch - OFF.

(b) Propeller lever full DECREASE RPM position.

(c) Fuel selector - OFF.

(d) Maintain air speed of 95 mph IAS with flaps at CRUISE for maximum glide distance.

(e) Throttle lever - CLOSED.

(f) Make a dead engine landing.

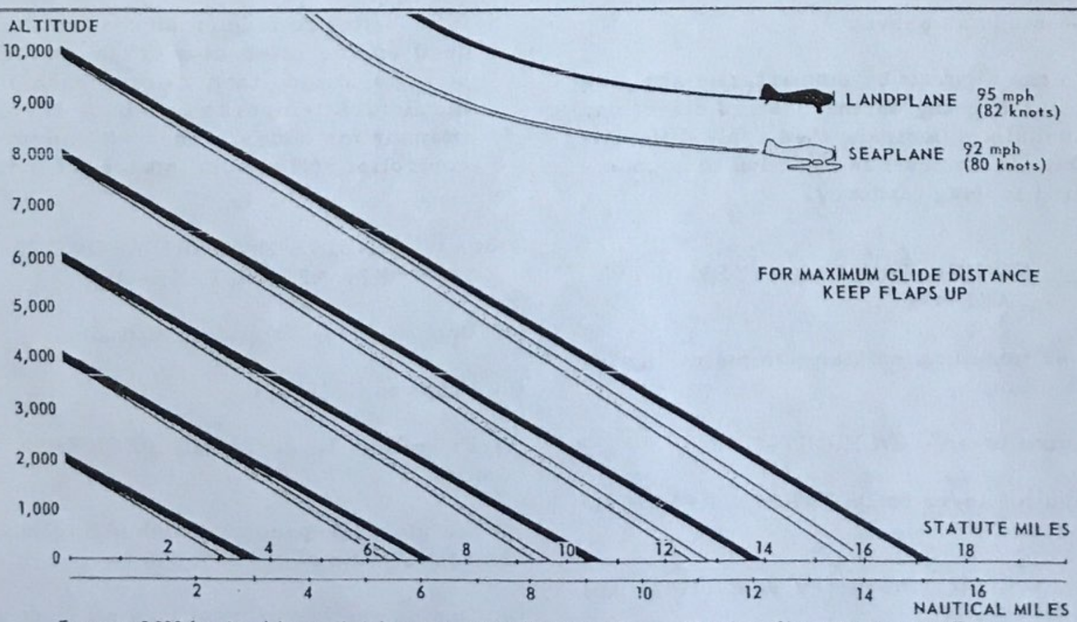
### 3.2 DEAD ENGINE LANDING

(a) Maintain air speed of 95 mph IAS, flaps at CRUISE for maximum glide distance.

(b) Propeller lever - COARSE PITCH.

(c) Mixture lever - IDLE CUT-OFF.

(d) Throttle lever - CLOSED.




For every 2,000 feet, Landplane will glide approximately 3½ statute miles and Seaplane 3¼ statute miles in still air.

FIG 3-1 GLIDING DISTANCES

Close to ground:

(e) Ignition switch - OFF.

(f) Order occupants to brace themselves.

(g) Flaps to LANDING and maintain final approach speed of 65 - 68 mph.

(h) Touch down slightly tail first, as nearly into the wind as circumstances permit.

(j) Leave aircraft immediately it has stopped moving.

3.2.1 IN CASE THE AIRCRAFT NOSES OVER

(a) Discharge fire extinguisher as soon as turn-over movement begins.

(b) Warn passengers to wait to be released from their safety belts.

(c) Leave aircraft as soon as circumstances permit.

3.3 PROPELLER FAILURE

Failure of the constant speed unit will result in the propeller going into coarse pitch and remaining there. No attempt should be made to clear the failure by increasing engine power as this will overload the engine and lead to possible engine failure.

It is recommended that a landing be made at the nearest airfield, using limited power with propeller lever in COARSE PITCH position, to have the trouble rectified.

3.3.1 PROPELLER FAILURE DURING TAKE-OFF RUN

Abandon take-off as follows:

(a) Close the throttle.

(b) Mixture lever - IDLE CUT-OFF.

(c) Pump flaps fully down.

(d) Apply brakes.

(e) When speed is low and remaining space insufficient, turn the aircraft by differential braking.

(f) Fuel selector - OFF.

(g) Ignition switch - OFF.

(h) Master switch - OFF.

3.3.2 PROPELLER FAILURE AFTER TAKE-OFF

1. (a) If RPM too high manipulate propeller lever in attempt to bring propeller within limits.

(b) If no response, throttle back to keep the RPM below 2350 rpm. Leave flaps at TAKE-OFF and maintain airspeed at 65 mph minimum.

(c) If unsuccessful, return to field maintaining nose up attitude and regulate the rate of descent by gentle throttle lever manipulation. Resume normal attitude on the approach to land and make a power off landing.

2. (a) If RPM too low (propeller in full coarse pitch.)

(b) Increase air speed without losing altitude.

(c) If possible reduce throttle to 30 In.Hg.

(d) Raise flaps to CLIMB in stages, maintain maximum air speed and climb at the slowest rate to gain sufficient altitude to complete a safe circuit and landing. Jettison external loads, if necessary.

3.3.3 PROPELLER FAILURE DURING FLIGHT

Overspeeding Propeller (Sticking in low pitch)

(a) Reduce throttle setting and pull the aircraft into a climbing altitude to decrease engine speed and increase the load on the propeller.

(b) Manipulate propeller lever in attempt to bring propeller within operating limitations.

(c) Maintain constant check on oil pressure.

Oil supply breakdown

(a) Check oil pressure; if none is indicated pull propeller lever to COARSE PITCH.

Keep RPM to a minimum and make an emergency landing with limited power on.

(c) If oil pressure is indicated after selecting COARSE PITCH it can be assumed that the propeller oil line has fractured so proceed as in 3.3.2.2.

## 3.4 ENGINE FIRE

### 3.4.1 ENGINE FIRE ON THE GROUND

When an engine fire occurs during starting, it cannot be established at once and with certainty, whether the fire is in the induction system or of a more serious nature. With any type of oil or fuel fire, other than induction fire, the effect of opening the throttle wide to have the fire sucked through the engine, may increase the engine fire to disastrous severity.

NOTE

An induction system fire may not give an indication on the fire warning light. Thus, in any case of engine fire on the ground, the engine should be stopped as quickly as possible, taking the following steps:

(a) Mixture lever IDLE CUT-OFF.

(b) Fuel and oil emergency shut-off - pull sharply CLOSED.

Wait until the engine speed has slowed down, then:

(c) Ignition switch - OFF.

(d) Master switch - OFF.

As soon as the engine has stopped:

(e) Discharge engine fire extinguisher.

WARNING

Make sure that the flame switch fuse is replaced, fire switch re-set and a fully charged fire extinguisher bottle is fitted before any attempt is made to re-start the engine.

If the fire does not go out:

(a) Have rear bottom cowling panel removed.

(b) Have portable fire extinguisher discharged towards the engine accessories.

(c) Release brakes.

(d) Leave aircraft.

(e) Stand by to push aircraft away from aircraft or buildings in neighbourhood if necessary.

NOTE

After an engine has been on fire, no attempt must be made to re-start until the caust has been found and remedied and engine damage, if any, has been repaired.

An exception, however, can be made in the case of an intake fire which has been successfully sucked in without the fire extinguisher having been used.

### 3.4.2 ENGINE FIRE IN THE AIR

As soon as the fire warning light comes on:

(a) Stop the engine immediately, proceeding in accordance with placard near fire warning light.

(b) Fuel and oil emergency shut-off - pull sharply CLOSED.

(c) Propeller lever - full DECREASE RPM.

(d) Throttle lever - CLOSED.

(e) Mixture lever - IDLE CUT-OFF.

(f) Reduce airspeed to 95 mph.

(g) Operate fire extinguisher.

(h) Maintain maximum glide speed of 95 mph with flaps at CRUISE.

(j) Radio state of emergency and position.

(k) Instruct other occupants of aircraft for crash landing.

(l) Make a dead engine landing.

Should the fire show no sign of abating, side-slip the aircraft to a crash landing, preferably into soft ground, sand or shallow water using wing and tail to absorb impact.

WARNING

> Do not attempt to re-start the engine in flight after the fire extinguisher has been used successfully, as the fire is liable to recur on re-starting when the extinguisher is exhausted.

### 3.4.3 ACCIDENTAL OPERATION OF THE FIRE EXTINGUISHER

If the fire extinguisher has been accidentally discharged:

(a) Continue flight with throttle lever at least 2/3 open.

(b) After two to three minutes return to normal flight conditions. Throttle opening minimizes engine corrosion and spark plug fouling, as the methyl-bromide is rapidly dispersed, its boiling point being close to 40°C.

WARNING

> Methyl-bromide has an odour of onions. If the fumes enter the aircraft all ventilators should be opened until the odour disappears.

(c) Report use of the engine fire extinguisher after landing to ensure engine check and replenishing of the extinguisher.

### 3.4.4 FUSELAGE FIRE

A fuselage fire is usually indicated by smoke which will immediately warn passengers and/or crew.

(a) Use fire extinguisher, in front of the pilot's seat, if the source of the fire can be located and is accessible.

If the source of the fuselage fire cannot be located, or is not accessible:

(a) Select all electrical switches EXCEPT IGNITION - OFF.

(b) Close all windows, pull ventilators and cabin air extractor, if fitted.

When the fire has been extinguished, yet its source not clearly established:

(a) Leave all switches EXCEPT IGNITION in the OFF position.

(b) Land at nearest airfield for investigation.

### 3.5 DITCHING

Any high-wing monoplane should be ditched only as a last resort because even in the exceptional case where the pilot succeeds in ditching his airplane under favourable conditions, there is the almost certain possibility that the aircraft will submerge to the cabin roof in a very short time.

If, however, the aircraft has to be ditched, proceed as follows:

(a) Keep approach speed sufficient for control down to the impact with the water.

(b) Instruct other occupants of the aircraft.

(c) Make approach into wind, at right angles to the swell.

(d) Unlock cabin and cockpit doors.

(e) Ditch on the falling side of a wave crest or swell top.

(f) Touch down tail first to prevent the nose from striking a wave crest or swell top which might cause the aircraft to nose in, or dive under.

Other occupants of the aircraft should be instructed as follows:

(a) Unfasten collar and tie.

(b) Hold on to life preserver cushions.

(c) Be prepared for a double impact when first the tail, and then the engine strike water.

(d) Not to move until the aircraft has come to rest.

(e) Help each other through the doors as quickly as possible.

Section
4

SECTION IV

DH
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# OPERATING LIMITS, PERFORMANCE DATA AND FLIGHT CHARACTERISTICS

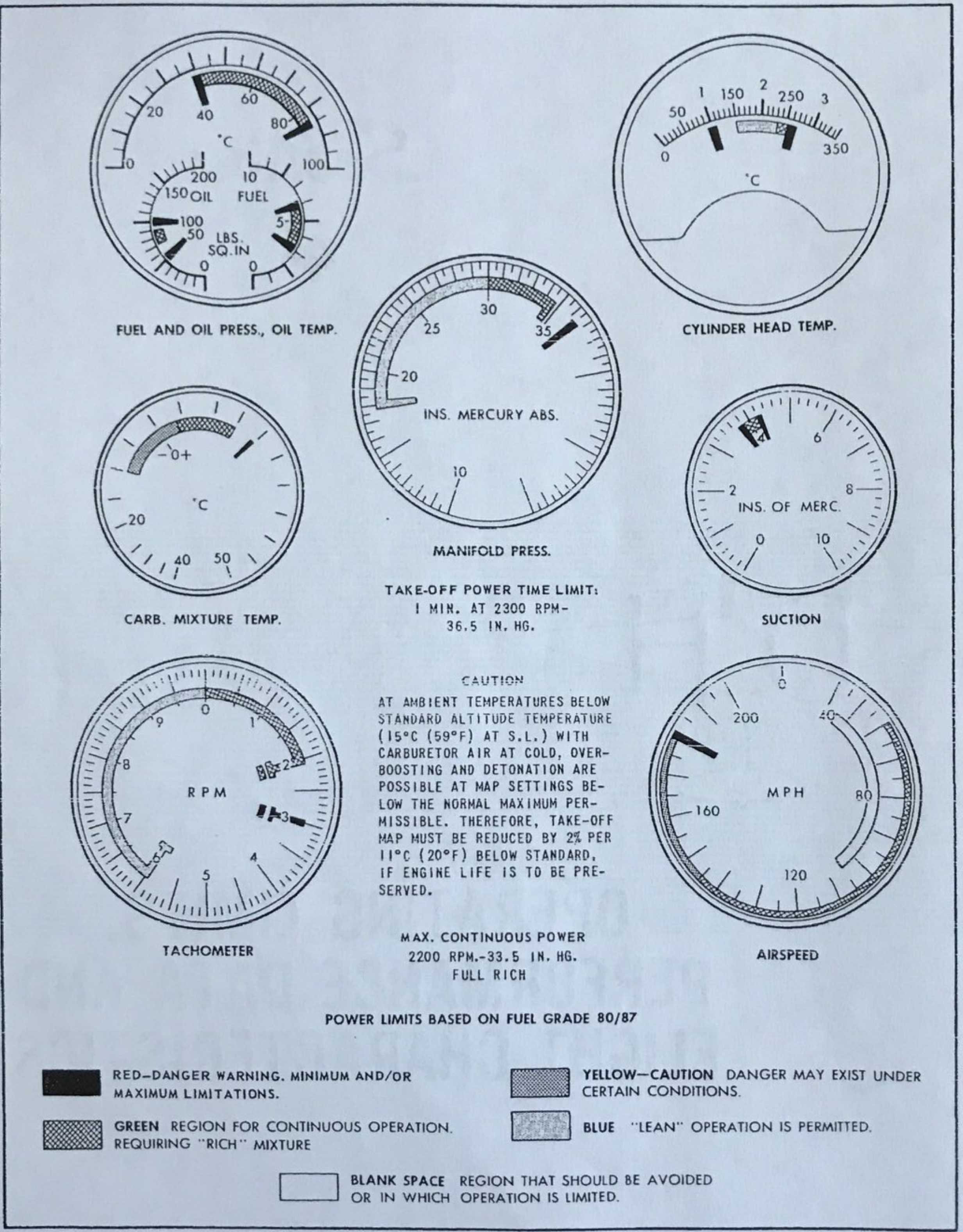


FIG 4-1 INSTRUMENT LIMIT MARKINGS

# SECTION IV

## OPERATING LIMITS, PERFORMANCE DATA AND FLIGHT CHARACTERISTICS

### 4.1 GENERAL REMARKS

The aircraft must be operated according to the following limitations and instructions.

Instrument readings, illustrating the operating limitations, are shown on Figure 4-1. The instrument markings shown should be given close attention since they contain operational limits information which is not necessarily repeated in the following text.

4.1.1 The aircraft has been classified in the normal Category of BCAR Airworthiness standards in accordance with the Type Approval.
ALL AEROBATIC MANOEUVRES, INCLUDING SPINS ARE PROHIBITED.
Stalls are permitted for demonstration purposes only.

### 4.2 ENGINE LIMITATIONS

Refer to: Instrument Markings (Figure 4-1).

CAUTION

If engine over-speeding occurs, land at nearest airfield and have engine and propeller inspected before further flight. If the engine has exceeded 2,750 rpm for more than 30 seconds, an engine change is indicated.

### 4.3 PROPELLER LIMITATIONS

Provided that the engine is operated within engine limitations, the propeller will be within its safe limits. Excessive run-up on the ground is to be avoided.

### 4.4 FUEL GRADES AND RESIDUAL FUEL QUANTITIES

Recommended fuel: Aviation Fuel Grade 80/87. Alternate fuel grades with a higher lead content are permissible only when 80/87 fuel is not available and if the following precautionary measure is observed.

CAUTION

When highly leaded fuel grades are used, operate engine at slightly higher cruise power settings and apply rated power for one minute after approximately each hour of cruising and PRIOR to landing approach.

Oil Specification: 100
(80 for extreme cold)
(120 for extreme hot weather)

Residual Fuel Quantities

Fuel remaining in tanks when the fuel contents gauge indicates zero, cannot be used safely in flight.

### 4.5 AIRSPEED LIMITS

For AIRSPEED LIMITATIONS as marked on Airspeed Indicator refer to Figure 4-1.

#### 4.5.1 MAXIMUM PERMISSIBLE DIVING SPEED

Landplane)
Skiplane ) 180 mph IAS
Seaplane )

The maximum permissible speed is the never-exceed speed of flight. A higher speed may result in structural failure, flutter or loss of control.

### 4.5.2 NORMAL OPERATING LIMIT SPEED

Landplane)
Skiplane ) 145 mph IAS
Seaplane )

Normal cruising flight operations should be confined to speeds below this value.

The range of speed between normal operating limit speed and the maximum permissible diving speed should be intentionally entered only with due regard to the prevailing flight and atmospheric conditions, in particular turbulence.

### 4.5.3 MANOEUVRING SPEED

125 mph IAS. Manoeuvres which involve an approach to stall conditions, or full application of rudder or aileron control, should be confined to speeds below this value.

### 4.5.4 MAXIMUM SPEED FOR LOWERING FLAPS

105 mph IAS.

## 4.6 ACCELERATION LIMITS

Limit load factors are the maximum values which the airframe may safely be subjected to in flight.

When flying in very rough air, or if it is necessary to perform forcible manoeuvres including full application of aileron and rudder, the airspeed should not be permitted to exceed 145 mph IAS.

### 4.6.1 LOAD FACTORS

In tight turns, flight load factors may reach the limit loads, and may also increase the danger of an unintentional stall.

The variation of flaps-up stalling speed and load factors with angle of bank are given below:

| Angle of Bank | Stalling Speed mph IAS | Load Factor |
|---|---|---|
| $0^\circ$ | 60 | 1.0 |
| $50^\circ$ | 85 | 1.5 |
| $60^\circ$ | 105 | 2.0 |
| $65^\circ$ | 115 | 2.5 |
| $70^\circ$ | 130 | 3.0 |

## 4.7 WEIGHT AND BALANCE LIMITATIONS

### 4.7.1 GENERAL

The Design Gross Weight of the aircraft is 5,100 lb. At this weight it complies with the general performance and strength criteria.

In the interest of airworthiness it is important that the weight and balance limits for this airplane be adhered to in accordance with the recommendations and information given in the following paragraphs, tables and diagrams.

### 4.7.2 WEIGHT DEFINITIONS

The Tare Weight is the weight of the aircraft with the minimum equipment essential to airworthiness, e.g. pilot's seat, flight and engine instruments, battery and the like.

Hence equipment changes in the field will not normally change the tare weight figure.

The tare weight will be appropriate to the configuration, i.e. the landplane, skiplane and seaplane values will differ.

The Basic Weight includes all other installed equipment both fixed and removable, e.g. radio, exterior finish (paint), furnishings and such equipment is defined by the item ticked off in the Weight and Balance Report under the heading "Equipment Check List" and "Basic Weight Change Record".

The Operational Load comprises crew, oil and fuel, and payload weights.

The Payload consists only of passenger(s), baggage and cargo. Maximum values of payload vs. range for various basic weights are given in the Appendix pages VI and VIA.

The All-Up Weight (A.U.W.) is the sum of basic weight plus operational load and must not exceed 5,100 lbs. for the landplane and skiplane, 5,090 for the seaplane.

### 4.7.3 FUEL ALLOWANCES

It should be noted that fuel allowances are included for 10 minutes warm-up,

THE DE HAVILLAND AIRCRAFT OF CANADA, LIMITED

# ENGINEERING BULLETIN

ISSUED FOR THE GENERAL GUIDANCE OF OPERATORS OF DE HAVILLAND AIRCRAFT, ENGINES AND PROPELLERS
OFFICIAL INSTRUCTIONS TAKE PRECEDENCE OVER ANYTHING CONTAINED IN THIS BULLETIN

SERIES B  NO. 27  DATE December 19th, 1962.

## DHC-2 BEAVER

SUBJECT: Fuel System Usage - Long Range Wing-Tip Tanks.

PURPOSE : To advise operators of a possibility of a break in the fuel flow under certain operating conditions.

AIRCRAFT AFFECTED: All Beaver aircraft fitted with Wing-Tip Tanks.

ACCOMPLISHMENT: On receipt of this Bulletin.

PROCEDURE: Insert the following paragraph in the Flight Manual Section IV after Paragraph 4.7.3.

### CAUTION

On aircraft fitted with long range wint-tip tanks difficulty may be experienced in transferring fuel from either tip tank after taking off with less than 8 gallons in each tank. It is, therefore, recommended that fuel usage be planned to ensure that this condition will not exist at stops where refueling is not to be carried out, if a subsequent flight stage requires the use of the remaining tip tank fuel.

MAN HOURS REQUIRED: N.A.

EFFECT ON WEIGHT AND BALANCE: N.A.

LOG BOOK ENTRY: N.A.

PARTS REQUIRED: N.A.

PARTS RENDERED OBSOLETE: N.A.

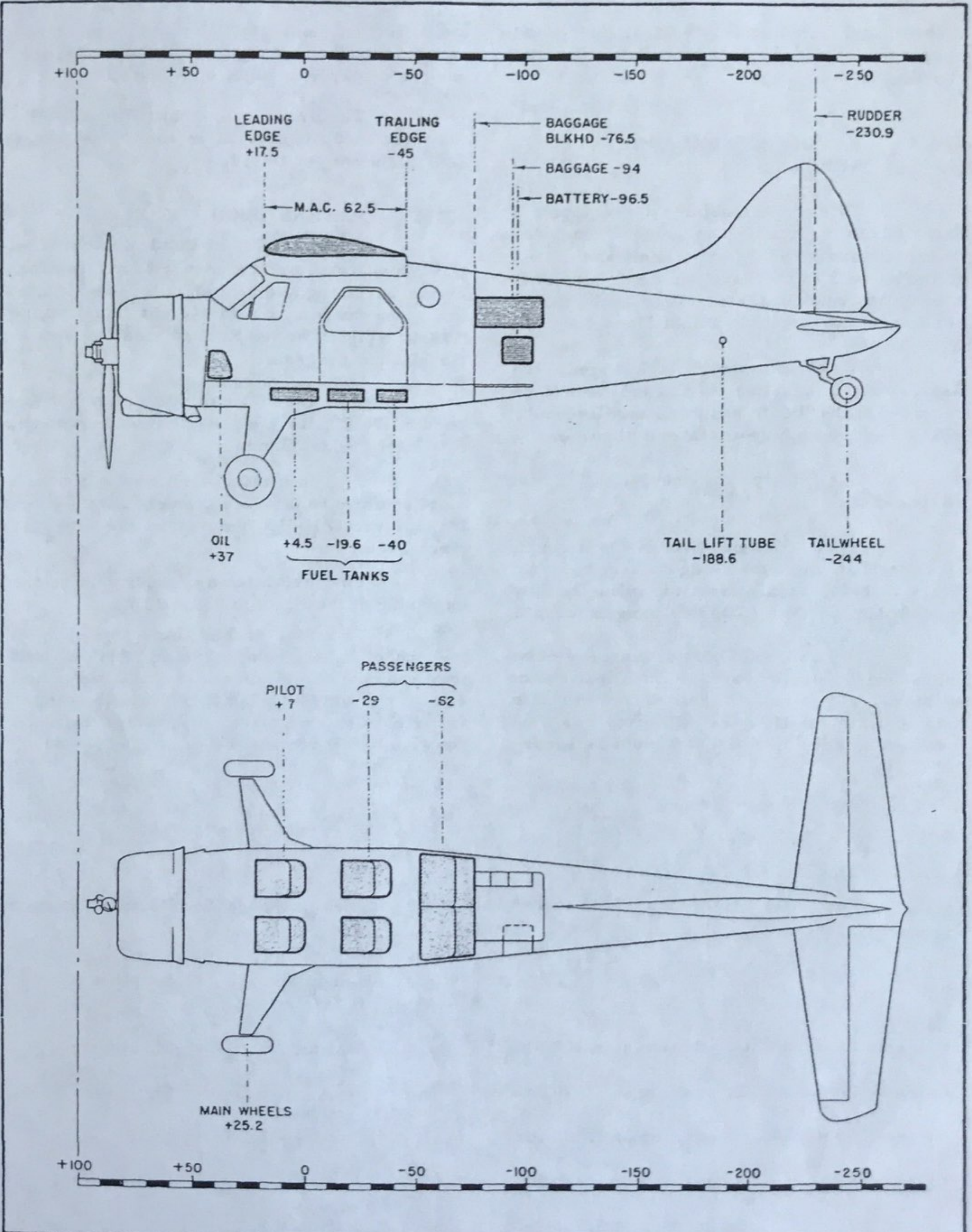


FIG 4-2 BALANCES DIAGRAM

take-off and climb to 5,000 ft. altitude, and reserve fuel for 45 minutes flying time at cruising power.

### 4.7.4 WEIGHT AND BALANCE REPORT

This report defines the equipment that was in the aircraft "as weighed" and "as delivered" and gives weights, arms and movements as well as the Tare and Basic Moment. It may be found in the envelope on the inside of the rear cover of this Flight Manual.

If the equipment is changed, the Basic Weight changes too. Changes should be recorded in the "Basic Weight Change Record", which must be kept up-to-date at all times.

The "Equipment Check List" should be ticked off.

If the configuration of the aircraft is altered at any time, e.g. changing from floats to skis, such alterations must be duly recorded in the "Basic Weight Change Record".

The obligation that all changes must be recorded, applies also to modifications of all sorts, e.g. repair of damages suffered in the field, in which case all parts removed from, or added to, the aircraft must be separately weighed and their Moment Arms measured so that the "Weight and Balance Report" may be properly brought up to date.

The Balance Diagram (Figure 4-2), may be used to determine the Arms of any equipment not yet listed.

### 4.7.5 PREPARATION FOR FLIGHT

The A.U.W. and Total Moment (i.e. C.G. position) should be checked for conditions at the beginning and at the end of the flight by using the current Basic Weight found in the "Basic Weight Change Record" and the Operational Load Diagram.

The A.U.W. maximum must not exceed 5,100 lbs. for the landplane and skiplane; 5,090 for the seaplane.

The sum total of all moment values must conform to the safe moment limits given for different All-Up Weights in the Safe Moment Table.

For establishing conditions at the beginning of the flight, use A.U.W.

To arrive at conditions prevailing at the end of flight, subtract from A.U.W. and total moment, the moments and weights of fuel and oil consumed during flight if such changes in weights and moments may cause the C.G. position to fall beyond the permitted limits.

### 4.7.6 CENTRE OF GRAVITY

The C.G. datum lies 17.45 inches behind the wing leading edge. See Balance Diagram Figure 4-2.

| | Landplane & Skiplane | Seaplane |
|---|---|---|
| Extreme forward C.G. position at 3,800 lb. | Station + 6.6 | Station + 6.6 |
| Extreme forward C.G. position at 5,090 lb. | | Station - 1.25 |
| Extreme forward C.G. position at 5,100 lb. | Station - 1.25 | |
| Extreme Aft C.G. position at 5,090 lb. | | Station - 6.1 |
| Extreme Aft C.G. position at 5,100 lb. | Station - 7.7 (Refer to Note facing Appendix VII) | |

| 4.7.6 CENTRE OF GRAVITY (Cont'd) | Landplane & Skiplane | Seaplane |
|---|---|---|
| Extreme Aft C.G. position at 5,100 lb. | Station - 8.8 (Refer to Note facing Appendix VII) | |

For safe Moment Limits refer to table on page VII in Appendix

4.7.7 CARGO LOAD CONSIDERATIONS

Refer to:

(a) Balance Diagram.

(b) Operational Loads Diagram.

(c) Freight Moments Table.

(d) Safe Moment Limits Table.

4.8 MINIMUM FLIGHT CREW

One Pilot.

4.9 MISCELLANEOUS

Smoking is authorized for cockpit and cabin.

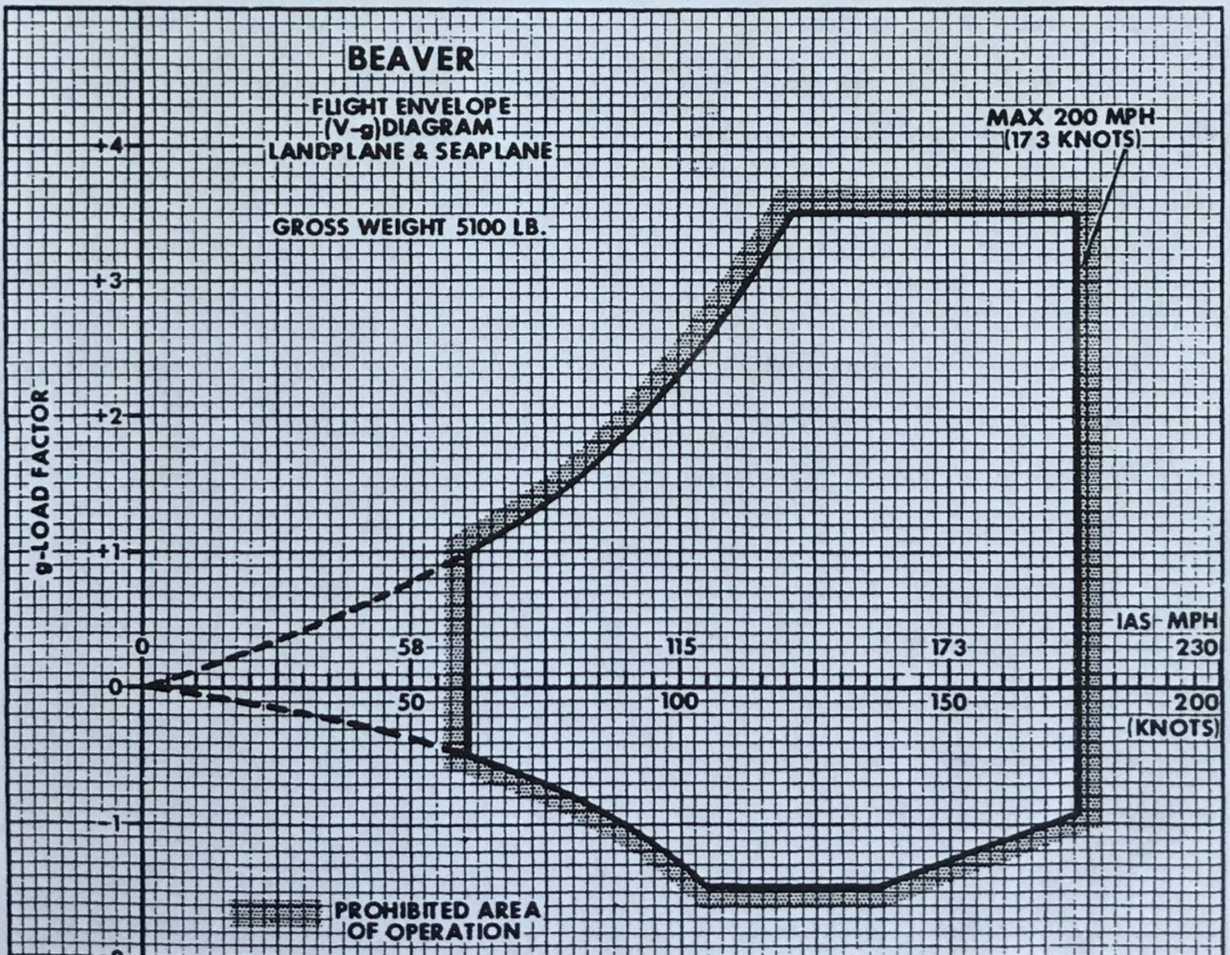


FIG 4-3 OPERATING FLIGHT STRENGTH DIAGRAM

## 4.10 PERFORMANCE AT MAXIMUM GROSS WEIGHT

STANDARD CONDITIONS

### 4.10.1 GENERAL

| | | Landplane (5,100 lb) | Skiplane (5,100 lb) Seaplane (5,090 lb) |
|---|---|---|---|
| Max. True Level Speed | | | |
| Sea Level | mph (kmh) | 156 (251) | 144 (232) |
| 5,000 ft. | mph (kmh) | 163 (262) | 151 (243) |
| True Cruising Speed (300 BHP) | | | |
| Sea Level | mph (kmh) | 136 (219) | 123 (198) |
| 5,000 ft. | mph (kmh) | 143 (230) | 127 (204) |
| Economic True Cruising Speed (240 BHP) | | | |
| Sea Level | mph (kmh) | 125 (201) | 110 (177) |
| 5,000 ft. | mph (kmh) | 130 (209) | 114 (183) |
| Stalling Speed (I.A.S.) | | | |
| Flaps up | mph (kmh) | 60 (96) | 60 (96) |
| Flaps "Landing" | mph (kmh) | 45 (72) | 45 (72) |
| Take-off distance to clear 50 ft. obstacle (Flaps "Take-off", still air ICAO technique) | ft. (m) | 1,250 (381) | 1,610 (491) |
| Landing distance over 50 ft. obstacle (Flaps "Landing", still air ICAO technique) | ft. (m) | 1,250 (381) | 1,510 (460) |
| Initial Rate of Climb (T.O. Power) | | | |
| Flaps up | fpm (m/sec) | 1,020 (5.2) | 920 (5) |
| Flaps "Take-off" | fpm (m/sec) | 730 (3.7) | 650 (3.3) |
| Service Ceiling | ft. (m) | 18,000 (5490) | 15,750 (4800) |

| | | Landplane (5,100 lb) | Skiplane (5,100 lb) Seaplane (5,090 lb) |
|---|---|---|---|
| Rate of Climb at Max. Cont. Power | | | |
| Sea Level | fpm (m/sec) | 840 (4.3) | 740 (3.8) |
| 5,000 ft. | fpm (m/sec) | 795 (4) | 685 (3.5) |
| 10,000 ft. | fpm (m/sec) | 530 (2.7) | 410 (2.1) |
| Cruising Range at 5,000 ft. (240 BHP) | | | |
| With normal fuel capacity (79 Imp. Gal.) (95 U.S. Gal.) | mi (km) | 455 (732) | 405 (652) |
| With wing tip tanks (115 Imp. Gal.) (138 U.S. Gal.) | mi (km) | 740 (1190) | 655 (1053) |
| Cruising Endurance at 5,000 ft. (240 BHP) | | | |
| With normal fuel capacity (79 Imp. Gal.) (95 U.S. Gal.) | | 3.54 hrs. | 3.52 hrs. |
| With wing tip tanks (115 Imp. Gal.) (138 U.S. Gal.) | | 5.7 hrs. | 5.68 hrs. |

Note: Range and endurance results make allowance for:

i) 10 min. warm up and take-off

ii) Climb to 5,000 ft.

iii) Fuel for 45 min. flight at cruise power (240 BHP)

4.10.2 MAX. INDICATED SPEEDS

| | | Landplane | Skiplane / Seaplane |
|---|---|---|---|
| Flaps | mph (kmh) | 105 (169) | 105 (169) |
| Diving 5,100 A.U.W. | mph (kmh) | 180 (290) | 180 (290) |
| Structural | | | |
| Cruising 5,100 A.U.W. | mph (kmh) | 145 (233) | 145 (233) |

## 4.11 FLIGHT CHARACTERISTICS

### 4.11.1 GENERAL

Stability is good about all axes. The aircraft is easy to fly and is docile down to the stall. Controls are normally effective throughout the airspeed range. The aircraft can be trimmed to fly hands-off from climb to maximum speeds.

### 4.11.2 TAKE-OFF

When trimmed appropriate to CG position, stick forces are moderate. Weight and Balance must be carefully checked, especially when CG is at, or near, the forward limit. The aircraft will fly itself off at airspeeds of 50 to 60 mph IAS in a tail low attitude.

### 4.11.3 SLOW FLYING

It is possible to retain full control of the aircraft at:-

75 mph IAS with flaps at CRUISE

65 mph IAS with flaps at LANDING

### 4.11.4 SPINS

Intentional spinning of the aircraft is prohibited.

### 4.11.5 STALL

The stall is gentle at all normal conditions of load and flap and may be anticipated by a slight vibration, which increases as flap is lowered. The aircraft will pitch if no yaw is present. If yaw is permitted, the aircraft has a tendency to roll. Prompt corrective action must be initiated to prevent the roll from developing.

## 4.12 WING LOAD LIMITATIONS ON LANDING

On aircraft equipped with either wing-tip tanks, or wing-tip tanks and external wing racks, the maximum permissible load combinations on landing for each wing for the various aircraft configurations are as follows:

| | WING-TIP TANKS | * WITHOUT MOD 2/1381 INCORPORATED<br>EXTERNAL STORES | | | * WITH MOD. 2/1381 INCORP. (Eng. Bulletin "B" No. 10)<br>EXTERNAL STORES | | |
|---|---|---|---|---|---|---|---|
| | | 0 lb | 250 lb | 500 lb | 0 lb | 250 lb | 500 lb |
| WHEEL OR SKI | 0 Fuel | Yes | Yes | Yes | Yes | Yes | Yes |
| | Half Fuel | Yes | Yes | Yes | Yes | Yes | Yes |
| | Full Fuel | No | No | No | Yes | Yes | Yes |
| FLOAT | 0 Fuel | Yes | Yes | Yes | Yes | Yes | Yes |
| | Half Fuel | Yes | No | No | Yes | Yes | No |
| | Full Fuel | No | No | No | Yes | No | No |

* Mod 2/1381 (Engineering Bulletin "B" No. 10) revises the rivet pitch on the bottom skin of the wing.

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SECTION V

# GENERAL OPERATING INSTRUCTIONS AND ALL WEATHER OPERATIONS

# SECTION V

## GENERAL OPERATING INSTRUCTIONS AND ALL WEATHER OPERATION

### 5.1 ENGINE

#### 5.1.1 MAXIMUM ENGINE EFFICIENCY FOR CRUISING

Maximum engine efficiency and, as a rule, maximum propeller efficiency in cruising is generally obtained when power is reduced by:

(a) Keeping the manifold pressure up to the maximum permitted for cruising at critical altitude.

(b) Reducing the engine speed with the propeller lever until the desired lower air speed is obtained.

Operation at low engine speed reduces engine losses due to the higher internal friction and horsepower consumption by the supercharger at higher engine speeds.

Cruising at low rpm and high boost gives maximum fuel economy if combined with proper mixture leaning.

On reaching the lowest usable rpm, use the throttle lever to keep the manifold pressure below the maximum allowable for cruising, or at the desired pressure.

Above the full throttle altitude, constant power can be maintained by increasing the engine speed approximately 75 rpm for each inch Hg. loss in manifold pressure.

Conversely, in descending, a gain of one inch Hg. in manifold pressure can be cancelled in its effect on engine power by decreasing the engine speed by approximately 75 rpm.

NOTE

When cruising at sustained low rpm with low boost, it is advisable to clear the engine at least once an hour by increasing power to rated or maximum continuous power. Engine clearing should be carried out before entering the landing circuit at the conclusion of a flight. This procedure will minimize plug fouling and ensure full power is available when required.

NOTE

Engine speeds below 1,500 rpm are undesirable as the generator may cut out.

#### 5.1.2 DETONATION AND BACKFIRING

In engine operation the following s quence should always be remembered:

(a) Whenever increasing power, first advance propeller lever, then throttle lever.

(b) To decrease power, first retard throttle lever, then propeller lever.

By following this procedure, most occurrences of detonation in engine operation can be avoided. Serious detonation may be caused if the engine is run continuously on one magneto, with manifold pressures as high as 25 to 30 In.Hg.

The main cause of backfiring is throttle pumping during starting operation. Once the engine has started and reached, through positioning of the throttle lever, an engine speed of 500 to 600 rpm, the throttle lever should be left alone. Throttle pumping at engine speeds above 500 rpm is the frequent cause of backfiring when the engine is cold.

#### 5.1.3 COOLING AND OVERHEATING

While the aircraft is on the groun continuous running of the engine at high rpm will produce excessive temperatures in engine accessories and should, therefore, be avoided.

NOTE

> To insure that the maximum cylinder temperatures are not exceeded during the take-off, make sure, especially in hot weather, that cylinder head temperatures prior to take-off are well below the maximum for ground tests 450°F (232°C).

Before leaning the mixture after each climb, it is important to give the engine time to cool down, preferably to temperatures below cruising temperatures. A well cooled engine will have less tendency towards detonation when leaning the mixture, than will an engine where the cylinder temperatures are already at the maximum permissible value for cruising.

A tendency towards overheating, noticeable in the increase of both oil and cylinder temperatures, can be checked by:

(a) Reducing engine speed with the propeller lever, rather than by throttling alone and by:

(b) (During climbs) Climbing at an indicated air speed higher than the speed given for best climb.

5.1.4 ENGINE PRIMING

Engine priming requires some experience to obtain good starting under various conditions. Excessive priming will load the cylinders with raw gasoline and has a tendency to wash the oil off the cylinder walls.

NOTE

> After unsuccessful attempts have been made to start the engine, the cylinder walls must be recoated with oil by turning the propeller through 3 revolutions with the fuel selector OFF. The piston rings and cylinder walls, thus coated, will not rust if left for one or two days.

5.1.5 MIXTURE CONTROL

Efficient engine operation depends on careful control of the fuel/air mixture and maintenance of carburettor mixture temperature at 40°F (4°C) at all times except take-off.

With the mixture lever in the RICH position, the fuel supplied is not completely burned. The unburned fuel acts as an internal coolant to prevent detonation. AUTO RICH position should, therefore, only be used for starting, take-off, climb, and when power in excess of that obtainable at maximum lean mixture position is required.

To obtain economical fuel consumption for cruising operation, the carburettor is equipped with an automatic mixture control to provide for mixture leaning at the proper fuel/air ratios for all altitudes.

When operating in the lean mixture range, constant checks of all temperatures are necessary.

5.1.6 ENGINE ICING

Engine icing occurs in two forms: impact icing and carburettor icing. These phenomena may be experienced either individually, or in combination with each other, between free air temperatures of 5°F and 78°F (-15°C and 25°C).

(i) Impact Icing

Under certain conditions, particularly when descending through clouds, snow or heavy rain, impact ice from super-cooled water droplets freezing on metal surfaces will form in the vicinity of the air intake. The gradual blocking of the air intake causes rough engine running, a drop in manifold pressure and finally, as the intake blockage becomes complete, an engine stop. This is nearly always accompanied by severe airframe icing.

(ii) Carburettor Icing

Formation of ice in the carburettor is of two kinds; throttle icing and evaporation ice.

(iii) Throttle Icing

The local increase in the velocity of the air flow at the throttle valve and the choke venturi causes a drop in pressure and temperature which leads, under certain atmospheric conditions, to the formation of throttle ice.

Since each grain of ice constricts the air flow and lowers the temperature still further, throttle ice builds up more and more rapidly.

(iv) Evaporation Ice

The temperature of the fuel/air mixture is also reduced by fuel evaporation taking place when fuel is drawn into the carburettor air stream. The heat required for evaporation is taken from the surrounding air and metal. The mixture temperature drop so caused by evaporation alone may be as much as 25°C. Ice, therefore, may be formed in the carburettor even when the outside air temperature is well above the freezing point.

The boost reading will drop immediately as soon as ice accretion in the carburettor starts. This is sometimes accompanied by a slight flickering of both the manifold pressure and tachometer needles.

NOTE

It requires much more heat to melt ice already formed in a carburettor than to prevent its formation.

For best engine operation, the temperature of the carburettor air mixture should be maintained at 40° to 45°F (4° to 7°C) under all circumstances.

NOTE

Engine operation at more than 45°F 7°C) carburettor mixture temperature causes a loss of engine power due to the reduced weight of the cylinder charge.

(v) Carburettor mixture heat should, therefore, be used at all times with automatic selections. When manual mixture control is used carburettor mixture heat should be used whenever there is the slightest possibility of the occurrence of carburettor icing.

Under these conditions it is a good practice to apply carburettor heat for one ( two minutes every half hour during flight i order to preclude the possibility of icing.

Carburettor icing is likely to be encountered at free air temperatures of 20°F to 60°F (-7° to 16°C).

(a) Adjust carburettor heat to keep clear of the icing danger zone, which extends between carburettor mixture temperatures of 28°F and 36°F (-2°C and 4°C).

(vi) Carburettor heat should further be used:

(a) When rough engine operation occurs in cold, clear air with low cylinder head and carburettor air temperatures.

Increase carburettor heat only enough to eliminate engine roughness.

(b) When the fuel/air mixture may be too cold for proper vaporization and fuel economy during low power cruising.

Use carburettor heat as necessary to obtain smooth engine operation and to eliminate pl fouling.

## 5.2 OIL DILUTION

### 5.2.1 GENERAL

For starting in cold weather, the engine oil may be diluted by adding fuel.

The amount of fuel to be added to the engine oil depends on the air temperature anticipated at the time of the next start. Recommended dilution percentages and dilution times for various temperatures are given in the table below. To achieve the recommended

| Anticipated Air Temp. At Next Start | | Dilution % by Vol. | Max. Oil Tank Contents before starting Dilution | | Dilution Time at 1000 RPM |
|---|---|---|---|---|---|
| C° | F° | | Imp. gal. | U.S. gal. | |
| 5 to -25 | 40 to -10 | 10 | 4 | 4.8 | 2 min. |
| -25 to -30 | -10 to -20 | 20 | 4 | 4.8 | 3 min. |
| -30 and | -20 and | 30 | 3.5 | 4.2 | 4 min. |
| below | below | 30 | 3.5 | 4.2 | 5 min. |

percentages, the dilution switch is to be held "ON" for the time of the dilution run.

5.2.2 REDILUTION

If a short ground-run is made with an engine which has previously been prepared for cold weather starting, it is necessary to redilute the engine oil before shutting down. To arrive at the correct time for redilution proceed as follows:

(a) Divide ground-run time in minutes by 60.

(b) Multiply the time in the Dil. Table by the fraction found through step (a).

Example: Ground-run time is 15 minutes. Dilution percentage requires 20%. Normal dilution time given in Dilution Table: 3 minutes.

(a) 15/60 = 1/4 (b) 3 x 1/4 = 3/4 minute.

NOTE

In extreme cold weather only a negligible amount of fuel is "boiled off" during a short ground-run. Under these conditions there may be no need for redilution of the engine oil.

5.2.3 OIL TANK LEVELS

During the dilution run, approximately 1 gallon of fuel is added to the engine oil in 4 to 5 minutes. Thus, additional volume is required in the oil tank and may have to be provided by draining the oil tank down to the maximum permissible level before oil dilution is started. On the other hand, the addition of fuel causes the oil level to rise above the filler inlet level.

The oil tank filler cap should not be removed when an aircraft has been prepared for cold weather starting.

5.2.4 OIL DILUTION PROCEDURE

To insure that recommended oil dilution percentages are obtained proceed as follows:

(a) Allow oil temperature to drop to between 5°F and 100°F (30°C to 40°C) during shutdown run of engine.

(If an oil temperature of less than 125°F (50°C) cannot be obtained with the engine running, the engine should be shut-off until the oil has cooled to below 100°F (40°C).

(b) Select the dilution percentage required from the Oil Dilution Table and corresponding maximum permissible tank contents.

(c) Make sure oil level in the tank is down to permissible maximum. Stop the engine to have oil drained or added, if necessary.

(d) Propeller lever at DECREASE RPM.

(e) Throttle lever to give 1000 RPM.

(f) Hold oil dilution switch ON for the recommended dilution time.

(g) Move propeller lever several times to INCREASE RPM during the last two minutes of the dilution run to inject diluted oil into the propeller cylinder and governor pipelines.

(h) When the oil dilution period has elapsed, hold dilution switch in the ON position until the engine has stopped. Stop the engine with propeller in the DECREASE RPM position and mixture lever at IDLE CUT-OFF.

The diluted oil tends to loosen carbon and sludge deposits within the engine. The oil screen should therefore be removed and cleaned immediately after the first use of the dilution system each season, and inspected daily until carbon collection on the screen returns to normal. Thereafter the usual screen inspection will be adequate. The oil pressure should be watched closely for indications of oil screen clogging.

NOTE

Oil dilution should not be used intermittently during the season but continued once it has been started. Otherwise, oil screen cleaning, as recommended above, must be repeated.

The fuel content in a diluted engine oil system is "boiled-off" within 3/4 to one hour at normal operating temperatures. High oil inlet temperatures of 160°F (70°C) and above will shorten fuel evaporation time.

When preparing for a long flight, it should be borne in mind that dilution decreases the amount of oil available for engine lubrication, depending on the engine condition and the extent of dilution. The pilot will have to rely upon experience in arriving at safe limits for each particular flight.

## 5.3 INSTRUMENT FLIGHTS

Before undertaking any instrument flight:

(a) Ensure proper operation of all flight instruments.

(b) Check navigation and communication equipment.

(c) Check pitot heater and carburettor heat.

(d) (Night flying) Check panel lights, navigation lights and landing light.

### 5.3.1 FLIGHT IN TURBULENCE AND THUNDER STORMS

(a) Attain manoeuvering speed as given in Section IV and maintain a steady flight attitude without changing air speed and rate of climb indications.

(b) Flight in thunderstorms should be avoided if possible.

## 5.4 OPERATION IN SUB-ARCTIC CLIMATES

### 5.4.1 METEOROLOGICAL PHENOMENA

Meteorological phenomena peculiar to cold weather are:

Ice crystals result from the sublimation of water vapour and are a form of precipitation. Their concentration is never heavy, so that the horizontal visibility seldom falls below 5 miles.

Prevailing ice crystals, however, can rapidly produce the much more dangerous ice fog by the mere operation of an aircraft engine. When landing at an airfield reporting ice crystals, it is recommended:

(a) To do a minimum of low flying.

(b) To come in on a straight approach.

Ice fog is a heavy concentration of ice particles forming on nuclei in the air. It is most prevalent in industrial areas but can be caused, at very low temperatures, by the running of an engine.

The propeller wash and combustion products from an aircraft engine can provide the disturbance and nuclei, under certain atmospheric conditions, to fog an aerodrome to a height of approximately 50 feet.

Horizontal visibility may then be down to a few hundred feet, while downward visibility is generally adequate.

At night, glare will be reduced, if landing and navigation lights are left "OFF".

Thin mist may often occur in the sub-arctic when the sun does not dissipate fog and low clouds.

Vertical visibility remaining good, the horizontal visibility is poor. The formation of ice and frost should always be anticipated under these conditions.

Blowing snow may obscure the landing strip and make a safe landing doubtful. Landing lights should be left "OFF" in blowing snow during night landing.

### 5.4.2 EFFECT ON AIRCRAFT AND EQUIPMENT

Low temperatures adversely affect aircraft and equipment, fuel and oil as follows:

Plastics become brittle and may crack when the aircraft is moved from a warm hangar to an outside dispersal point.

(a) Look for small cracks at edges of mounting frames or at small radii on curved panels.

(b) Check cockpit windshield carefully as cracks may lead to its disintegration in flight.

(c) Handle doors with caution.

Synthetic Rubber of certain types used in flexible oil and fuel lines and for coating electrical cables may lose flexibility.

ı) Avoid bending to prevent cracking of mat-.rial.

Control cables tensioned inside a hangar become slack as the airframe contracts more than the steel cables, with a given temperature drop.

Batteries lose as much as 50% of their charge at 0° (-18°C) and cannot be charged at normal rate.

(a) Leave only fully charged batteries outside. They will not freeze, but their usefulness is very limited.

(b) If forecast temperature is below -22°F (-30°C), keep battery in a warm place to ensure use when required.

NOTE

> If batteries are not fully charged and left outside there is danger of freezing of the electrolyte and splitting of the battery case.

ires on dispersed aircraft may stiffen with a .at spot frozen on them.

(a) Taxi aircraft and flat spot will disappear.

Hydraulic and pneumatic leaks may appear more frequently.

(a) Decide whether corrective action should be taken as small leaks or seepage will usually disappear with increasing temperatures.

Snow and frost can be brushed off the exterior of aircraft without difficulty.

(a) Always remove snow from aircraft when a thaw is forecast in order to prevent later freezing.

Ice may require heat for its removal, making it necessary to:

(a) Fit covers on aircraft removed from a warm hangar during precipitation.

(b) Fit blanking plates to air intakes after shutting down.

.c) Watch for ice, in the vicinity of fuel tank vents, caused by condensation.

(d) Remove ice or snow from the inside of the propeller spinner as resulting unbalance may cause dangerous vibration.

High static charges can develop during removal of snow or ice. As the fuel/air mixture which is produced when gasoline evaporates at temperatures from 14°F (-10°C) to -40°F (-40°C) is explosive, refueling presents a much greater fire hazard in very cold weather.

It is therefore recommended:

(a) Ground aircraft electrically, as well as possible.

(b) Wait for 30 minutes for electric charge on rubber and plastic parts to leak off.

(c) Make sure that charges built up in the body of refueling crew are discharged by having them touch metal surface with bare hands. (Wipe moist hands dry if necessary as moist skin will stick to the metal instantly).

Fuel in drums from a cache necessitates precautions as under:

(a) Always filter fuel from drums.

(b) Do not use fuel from a drum which has been partly used, as the remaining fuel may be contaminated.

NOTE

> The octane value of cached fuel may be lower than marked, as fuel slowly deteriorates in storage.

Short Engine runs. Engines should be run only to be brought up to operating temperature. If run only for a short period, water vapour in combustion products escaping past the piston will condense inside the crankcase and be distributed throughout the oil system. Split oil coolers, choked oil lines and possible engine failure may be the result.

(a) Avoid short engine ground runs.

### 5.4.3 PREFLIGHT CHECKS

In addition to checks called for in paragraph 2.1.8 of Section II, the following checks must be carried out before starting the engine.

(a) Inspect hydraulic brake lines for cracks, breaks or leaks.

(b) Fuel tank vents free from ice.

(c) Snow, ice or hoar frost removed from wings and tailplane.

(d) Hinges of all control surfaces free from particles of ice or hard snow liable to cause jamming.

(e) Test all main and auxiliary controls to ensure they have not become stiff or blocked with ice and snow.

(f) Defrost windows, as necessary but do not scrape off. Use alcohol to remove light film of frost forming during warm-up.

(g) Keep window open during run-up to prevent misting of windshield.

(h) Check cold weather emergency equipment for completeness and proper stowage.

(j) Position engine winter shutters (if installed) to suit temperature conditions.

5.4.4 ENGINE STARTING

If time and equipment are available, engine and accessories should be preheated. Cold starting, if necessary during very cold weather, will be easier if the following action is taken:

(a) Keep batteries and battery cart warm, indoors, until just before they are required.

(b) Apply heat to the engine if it is not possible to pull the engine through by using the starter (starter clutch slipping).

(c) For priming use normal fuel down to outside air temperatures of -13°F (-25°C). Preheat engine below this temperature.

WARNING

As a large amount of priming is necessary, cold starting creates an additional fire hazard resulting from excess fuel which might flow from engine drains.

(d) If first attempt to cold start fails, allow or 10 minutes before making another attemp so that the heat generated during the false start can vaporize priming fuel which may have made spark plugs wet.

(e) Apply heat to the oil pressure line if oil pressure does not begin to show within 30 seconds, and congealed oil in the line to the pressure gauge is suspected as the cause of the trouble.

(f) Heat oil feed line if zero oil pressure is indicated and a clogged feed line is suspected of stopping the oil flow from the tank (there is a possibility that undiluted oil from the tank body has flowed into the feed line to the oil pump after the oil system has been diluted).

(g) Exercise great care in operating electric starters at low temperatures.

(h) Check suction indicator to make sure that drive shaft has not sheared off during a cold start.

When using external heat, it should be directed onto the cylinders, accessories, oil feed lir and oil cooler. The amount of heat required will depend upon the air temperature, wind velocity, oil dilution percentage and whether engine covers are being used.

5.4.5 WARMING UP

To aid smooth running during warm up:

(a) Use carburettor heat and/or protected air.

(b) Adjust engine winter shutters to maintain cylinder heat temperatures within operating limits.

(c) If engine tends to fade out, operate primer pump intermittently.

(d) Maintain suitable engine speed until minimum oil temperature is reached.

(e) Watch for oil foam seeping through the crankcase breather, and stop spewing by reducing power.

5.4.6 TAXIING

During taxiing the following precautions should be observed.

(a) Do not stop aircraft on slush, continue moving until dry snow or ice is reached.

(b) Look out for obstacles, after a recent snowfall covering air field markers.

(c) Taxi slowly in icy conditions. To bring high idling rpm down, try low rpm setting and carburettor heat to reduce power (in extreme cold, however, the use of carburettor heat results in a power increase). Adjust engine winter shutters (if installed).

(d) Ensure engine is warm on reaching take-off position as taxiing will allow the engine and carburettor to cool.

(e) Switch on pitot heat when taxiing to ensure that the pitot is warm before taking off.

5.4.7 TAKE-OFF

Some of the precautions to be observed when taking off are:

(a) At ambient temperatures below standard altitude temperature (15°C (59°F) at S.L.), maximum permissible take-off MAP is reduced by 2% per 11°C (20°F) below standard. See Figure 4-1.

(b) Carry out a precautionary type of take-off from unpacked snow or slush as the rate of acceleration is poor under these circumstances.

(c) Expect sudden frosting of windshield during a climb from the field in an inversion.

(d) Open engine winter shutters to maintain cylinder head temperature within limits.

WARNING

Do not attempt to take-off with snow, ice or frost on the wings.

5.4.8 CRUISE

During flights in very cold weather the following precautions should be observed:

(a) Expect vacuum operated flight instrument (directional gyro, turn and bank indicator, artificial horizon) to be unreliable because of bearing friction caused by congealed lubricants.

(b) Operate flaps several times to prevent freezing in the "CRUISE" position.

(c) Above 60° to 65°N. latitude expect magnetic compass to be generally unreliable, so steer by gyro only.

(d) Operate propeller lever (every 30 minutes) to give 300 rpm decrease from cruise rpm and return to cruise rpm.

(e) Adjust engine winter shutters (if installed) to maintain engine and oil temperatures within operating limitations.

5.4.9 LANDING

When landing under cold and extreme cold weather conditions observe precautions as follows:

(a) Approach and land at higher speeds as the stalling speed is increased when there is ice on the aircraft.

(b) Judge height by reference to trees, fences, other aircraft or hangars when landing on clean snow.

(c) Apply brakes earlier than normal, depending on conditions.

NOTE

Maintain engine temperatures during descent to avert engine failure or choking in the event of a baulked landing.

5.4.10 AFTER LANDING

(a) Fill fuel tanks as soon as possible after landing to prevent condensation.

(b) Do not leave parking brakes on as they may freeze in this position, if moisture is present.

(c) Leave throttle lever partially open after shutting down to permit starting, if the engine controls become too stiff, and to prevent freezing of the butterfly valve.

(d) Have all covers fitted immediately if the aircraft is to be dispersed; blowing snow will enter any opening.

## 5.5 OPERATING IN TROPICAL CLIMATES

Aircraft operated under tropical conditions require protection from heat and humidity. Sand and dust filters may be necessary for operation in desert areas.

Heat affects components in various ways. Fuel in tanks tends to expand and vaporize. Flight control cables should be watched for tension as the material used in the construction of the aircraft will expand farther than the steel cables, thus tightening them.

Always shade aircraft if possible, including wing tip tanks if fitted. Cover plastic materials only, if necessary, for sand protection.

Close fitting covers are undesirable as they increase the temperature and may cause permanent deformation of Plexiglas panels.

### 5.5.1 STARTING AND TAXIING

(a) Check tire pressures.

(b) Drain moisture from fuel tanks and fuel system.

(c) Underprime first in starting. Increase amount of priming as required.

(d) Keep warming-up time to a minimum.

(e) Avoid long taxiing runs and delayed take-offs to keep cylinder head and oil temperatures below their maximums. (Use tractors for aircraft dispersal).

(f) Avoid unnecessary braking as brake drums overheat quickly.

### 5.5.2 TAKE-OFF

In tropical climates take-off distances will be longer because the air is less dense.

### 5.5.3 CLIMB

In hot weather generally:

(a) Allow a greater distance to clear obstacles.

Satisfactory cooling is provided for operation in a standard atmosphere with a ground temperature of 100°F (40°C). If this temperature is exceeded it may become necessary to climb the aircraft at airspeeds higher than those quoted in Section II.

### 5.5.4 CRUISE

To avoid over-heating during flight under extreme conditions it may be necessary:

(a) To operate in "rich" mixture and/or with increased power.

(b) To confine low flying to take-offs and landings.

Under extremely hot conditions the pilot should:

(a) Expect greater landing distances as the true airspeed will be higher than the indicated airspeed.

(b) Use ground objects for judgement of height because rising heat may produce a false horizon due to mirage effect.

### 5.5.5 AFTER LANDING

(a) Refuel at the coolest time of the 24 hour period.

(b) Keep fuel tanks filled in order to reduce condensation to a minimum.

(c) Apply parking brakes only after brake drums have cooled.

(d) Leave windows slightly open to induce air circulation in the cabin.