OPERATING TIPS

Operating Tips 1

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The following Operating Tips are of particular value in the operation of the Aztec:

1. Learn to trim for take-off so that only a very light back pressure on the wheel is required to rotate the airplane from the ground.
2. Due to the very rapid feathering action of the propeller on the Aztec, it will be necessary when feathering during ground check to move the propeller control in and out of feather position very quickly in order to prevent the RPM from dropping more than 500 RPM and causing excessive manifold pressure.
3. On take-off, do not retract the gear permaturely. The airplane may settle and make contact with the ground because of lack of flying speed, atmospheric conditions or rolling terrain.
4. The best speed for take-off is at about 80 MPH under normal conditions. Trying to pull the airplane off the ground at too low an airspeed decreases the controllability of the airplane in event of engine failure. (Minimum controllable single engine airspeed is 80 MPH.)
5. Do not use fuel crossfeed to compensate for an inoperative emergency fuel pump.
6. In high density areas where high traffic pattern speeds are necessary or when it is advantageous to extend the gear, it is permissible to extend the landing gear at speeds up to 150 MPH; however, it is recommended the landing gear should normally be extended at speeds below 150 MPH.
7. Flaps may be lowered at speeds shown in the A.F.M. Slower speeds are desirable to help reduce flap operating loads.
8. Before attempting to reset any circuit breaker, allow a two to five minute cooling off period.
9. Always determine position of landing gear by checking the gear position lights and the mirror on the right side of the left cowl.
10. To prevent tripping the overheat lockout switch and to get best service life from the heater components, it is recommended that the heater switch be turned to "FAN" just prior to landing. This will allow adequate cooling during ground operation.
11. Remember that when the post lights are on, the gear position lights are dimmed.
12. Before starting the engines, check that all radio switches, light switches, and the pitot heat switch are in an off position so as not to create an overloaded condition when the starter is engaged.
13. The trim tab on the Aztec is very responsive and a small adjustment in trim control gives a rapid trim change attitude.
14. When flying in icing conditions the engine ram air filter can flash over with impact ice. The alternate air door will open and a manifold pressure change may occur.
15. A high fuel pressure indication on the fuel flow indicator is a possible indication of restricted air bleed nozzles.
16. Pilots who fly above 10,000 feet should be aware of the need for special physiological training. Appropriate training is available at approximately twenty-three Air Force Bases throughout the United States for a small fee. The training is free at the NASA Center in Houston and at the FAA Aeronautical Center in Oklahoma.

Forms to be completed (Physiological Training Application and Agreement) for application for the training course may be obtained by writing to the following address:

Chief of Physiological Training AAC-143
FAA Aeronautical Center
P. O. Box 25082
Oklahoma City, Oklahoma 73125

It is recommended that all pilots who plan to fly above 10,000 feet take this training before flying this high and then take refresher training every two or three years.

17. In an effort to avoid accidents, pilots should obtain and study the safety related information made available in FAA publications such as regulations, advisory circulars, Aviation News, AIM and safety aids.

18. The shape of the wing fuel tanks is such that in certain maneuvers the fuel may move away from the tank outlet. If the outlet is uncovered, the fuel flow will be interrupted and a temporary loss of power may result. Pilots can prevent inadvertent uncovering of the outlet by having adequate fuel in the tank selected and avoiding maneuvers which could result in uncovering the outlet.

Unbaffled Tanks (Ser. Nos. 27-4426, 27-4574 through 27-7405476):

Normal takeoffs are not to be made when the tank selected is less than one-quarter full.

Running turning takeoffs should be avoided as fuel flow interruption may occur when the tank selected is less than half full.

Prolonged slips or skids of 30 seconds or more, in any pitch attitude or other unusual or abrupt maneuvers which could cause uncovering of the fuel outlet must be avoided when the tank selected is less than half full.

Baffled Tanks (Ser. Nos. 7554001 and up)

Normal and running turning takeoffs are not to be made when tank selected is less than one-quarter full as fuel flow interruption may occur.

Prolonged slips or skids of 30 seconds or more, in any pitch attitude or other unusual or abrupt maneuvers which could cause uncovering of the fuel outlet must be avoided when the tank selected is less than one-quarter full.

19. If a single-engine landing is necessary, a check should be performed to determine whether or not the hydraulic pump is functioning for normal gear extension. This check is accomplished by placing the landing gear selector in the "UP" position with the gear retracted. If the hydraulic pump is functioning, pressure will return the control to the neutral position. This check should be performed before entering the traffic pattern so that there will be sufficient time to extend the gear by use of the hand pump or, if necessary, by use of the emergency CO_2 gear extension system.

20. Experience has shown that the training advantage gained by pulling a mixture control or turning off the fuel to simulate engine failure at low altitude is not worth the risk assumed. Therefore, it is recommended that instead of using either of these procedures to simulate loss of power at low altitude the throttle be retarded slowly to idle position. Fast reduction of power may be harmful to the engine.