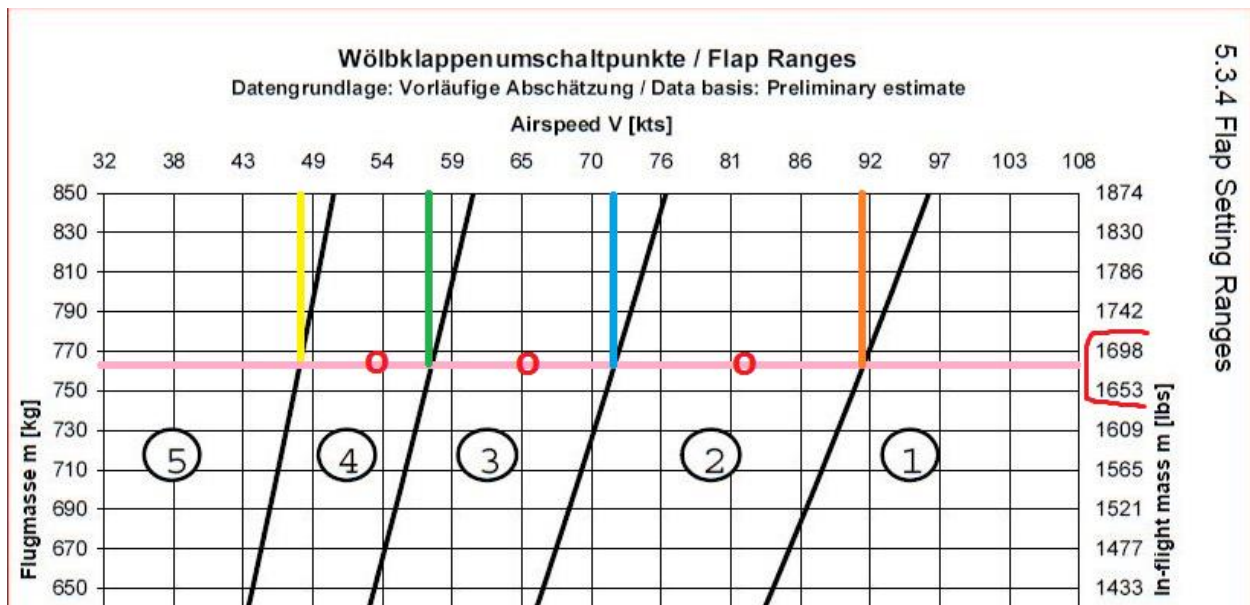


Flap Setting Ranges

The flap setting that should be used is a function of total gross weight and wing loading. For the sake of simplicity the following numbers may be used, and no additional wing loading will be assumed due to G forces during turns. The following are approximations.

Empty weight	1302 (includes full gas and oil) (no water ballast)
Pilot 1 (w/ chute)	161
Pilot 2 (w/ chute)	180
Miscly	10

Total as flown 1653 Heavier pilots might add another 45 pounds bringing the weight up to 1698. Thus I have drawn a pink line at a nominal weight of about 1685 pounds. We can use the Flap Setting Chart, from page 4.29 of the manual in the range from 1653 to 1698. More specifically use 1685.



Assuming wings level, select the mid-point of each range along that pink line to determine the proper flaps setting. At 54 kts, be in the Flaps 4 detent. At 66 kts/ Flaps 3. At 82 kts/ Flaps 2.

If cruising at a speed of 60 kts, then your speed is mid-way between the Flaps 4 and Flaps 3 settings, so move the flap lever out of the holes and hold it mid-way between the detents for Flaps 4 and Flaps 3. Don't hesitate to use the mid-range positions if you are holding a given speed such as 60 kts (4 to 3) or 74 kts (3 to 2). The point is, you only need to remember three numbers for the three cruise flap settings of Flaps 4, Flaps 3, and Flaps 2. Remember 54 = F4, 66 = F3, and 82 = F2. It's not critical to be in between, so leave it in the nearest detent. Mishandling the rudders (yaw string) will degrade your performance more than a few knots off on the exact proper flap setting.