

## Propeller & Power Adjustments:

**High-performance aircraft with adjustable propellers** are especially **noisy on take-off**, when the pitch angle is set to high RPM. Most aircraft operating manuals advise a pilot not to reduce the propeller pitch angle until a safe altitude is reached. While "safe altitude" leaves room for pilot interpretation, pilots **usually turn the propeller control knob either to the recommended RPM setting, or simply reduce the pitch angle by giving the knob about half a turn following gear retraction.**

In some aircraft types, the manifold pressure (MP) is reduced at the same time by adjusting the throttle. This results in a dramatic noise reduction while there is plenty of power left to climb safely, especially at Hayward's 47 feet field elevation. Aside from the noise factor, engine wear and fuel consumption are reduced by decreasing propeller RPM and MP.

Runways 10R/28L are the preferred runways for Touch & Go and Stop & Go procedures. As high-performance aircraft must use 28L for departure, the recommended procedure is a **left** turn before reaching the Golf Course and reducing propeller RPM on downwind. When the destination is east, a 270 degree left turn departure is commonly used so that the propeller RPM can be reduced overhead the field.

**Thank you** for thinking about reducing your propeller RPM as soon as possible!

