

Slow Flight:

Pick a heading and altitude

Verbalize
Bug it

Clearing turn (90° be precise)

Throttle 3400 rpm

Pitch nose to maintain alt (check heading)

Verify N_{FE} (75 knots or less)

10° flaps

Bump power (appx 200 rpm)

Right rudder (check heading, inclinometer)

20° flaps

Bump power

Right rudder

30° flaps

Slow to 45 kts (+5, -0 kts, $\pm 10^\circ$ heading)

Power for Altitude

Pitch for Speed

Power Off Stall:

(Approach to Landing Stall)

Talk throughout maneuver

Power to idle

Initiate descent

Flare to land

Hold until stall

Full power

Relax back pressure

Flaps to $\frac{1}{2}$

Pitch to 60 kts

Flaps to 0°

Maintain 60 kts to 3000 ft

Power On Stall:

(Departure Stall)

Pick a heading and altitude

Verbalize
Bug it

Clearing turn (90° be precise)

Power to idle

Slow to 55 kts (maintain heading & altitude)

Full power (maintain heading & altitude)

Increase pitch to stall (increase right rudder)

At stall:

Decrease back pressure to break stall
Pitch to V_x (60 kts)
Resume climb

3 Reasons for Most Right Rudder

High pitch attitude
Low airspeed
High power setting

Steep Turns:

Pick a heading and altitude

Verbalize
Bug it

Clearing turn (90° be precise)

Power to 4500 rpm

Maintain V_A (88 kts (± 5 kts))

Simultaneously roll in, power to 4700-4800 rpm

- If high, overbank to 50°
- If low, decrease bank to 40°

Roll out briskly 15° prior to heading

Bring power back to 4500 rpm

S Turns:

Power to 4500 rpm

Airspeed to 88 kts

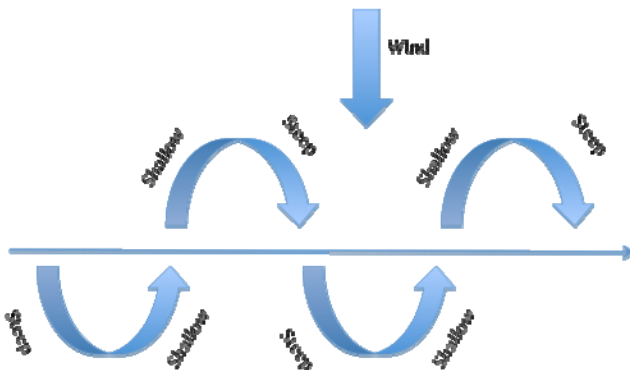
Altitude 800-1000 ft AGL (announce it)

Pick a ground reference 90° to the wind

Enter downwind (with the wind)

During maneuvering:

- Maintain altitude ± 100 ft
- Maintain airspeed ± 5 kts
- Maintain direction $\pm 10^\circ$



Downwind turns are steeper.

Upwind turns are shallower.

Turns Around a Point:

Power to 4500 rpm

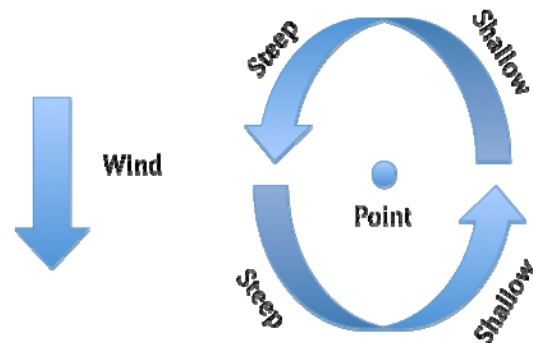
Airspeed to 88 kts

Altitude 800-100 ft AGL (announce it)

Enter downwind

During maneuvering:

- Maintain altitude ± 100 ft
- Maintain airspeed ± 5 kts
- Maintain direction $\pm 10^\circ$



Downwind turns are steeper.

Upwind turns are shallower.