SLOW FLIGHT

PROCEDURE

1. Establish altitude no lower than 2000 AGL.
2. Clear the area.
3. Carb Heat – ON
4. Power – 1500 RPM
5. Maintain starting altitude.
6. Inside white arc, add flaps to 20-40 degrees
7. As airspeed decreases below 60 kts increase power to arrest descent
8. Re-trim to reduce pressure
9. Maintain heading with rudder
10. Establish airspeed 1-2 kts above the stall warning horn airspeed (60 kts)
11. Restrict bank angles to no more than 10 degrees during slow flight

RECOVERY

12. Power full and maintain heading with rudder
13. Pitch to reduce angle of attack and yet hold altitude
14. Raise flaps to 20 if at 40.
15. Airspeed - Increase to V_X (56 kts)
16. Raise flaps to 10.
17. Airspeed - Increase to V_Y (68 kts)
18. Raise flaps completely
19. Pitch to reduce angle of attack and yet hold altitude
20. Recover to cruise speed and power.
21. Verbally acknowledge recovery complete.
22. Cruise checklist.

POWER OFF STALL

PROCEDURE

1. Establish Altitude no lower than 2000 AGL
2. Clear the area.
3. Carb Heat – ON
4. Power – 1500 RPM
5. Maintain starting altitude.
6. Inside white arc, add flaps to 20-40 degrees
7. Trim for 500 FPM Descent
8. Reduce power to idle, increase pitch to the landing attitude (nose on the horizon).
9. Verbally recognize approach to stall (stall warning, mushy controls, buffeting and break)

RECOVERY

10. Pitch down to reduce angle of attack (nose at level flight attitude)
11. Power to full (Within 3-5 seconds) maintain heading with rudder.
12. Raise flaps to 20 if at 40.
13. Airspeed - Increase to V_X (56 kts)
14. Raise flaps to 10.
15. Airspeed - Increase to V_Y (68 kts)
16. Raise flaps completely
17. Pitch to reduce angle of attack and yet hold altitude
18. Recover to cruise speed and power.
19. Verbally acknowledge stall recovery complete.
20. Climb or cruise checklist.

POWER ON STALL

PROCEDURE

1. Establish altitude no lower than 2000 AGL.
2. Clear the area.
3. Carb Heat – ON
4. Power – 1500 RPM
5. Maintain starting altitude.
6. As airspeed decreases below 60 kts increase power to full.
7. Pitch to horizon.
8. Pitch up to stall attitude.
9. Maintain heading with rudder.
10. Verbally recognize approach to stall.

RECOVERY

11. Pitch to reduce angle of attack (nose at level flight attitude)
12. Accelerate to Cruise Speed.
13. Verbally acknowledge stall recovery complete.
14. Cruise checklist.

V – SPEEDS

V_{S0}	**42 kts**
V_{S1}	**47 kts**
V_X	**56 kts**
V_Y	**68 kts**
V_{FE}	**85 kts**
V_A	**96 kts**
V_{NO}	**107 kts**
V_{NE}	**141 kts**

LOAD LIMITS

Positive	**4.4 flaps up**
	3.5 flaps down
Negative	**-1.76 flaps up**
	0 flaps down

Max Crosswind (demonstrated factory)
13 kts
Max Crosswind (demonstrated practical)
20 kts steady
15 kts gusty

SLOW FLIGHT

PROCEDURE

23. Establish altitude no lower than 2000 AGL.
24. Clear the area.
25. Carb Heat – ON
26. Power – 1500 RPM
27. Maintain starting altitude.
28. Inside white arc, add flaps to 20-40 degrees
29. As airspeed decreases below 60 kts increase power to arrest descent
30. Re-trim to reduce pressure
31. Maintain heading with rudder
32. Establish airspeed 1-2 kts above the stall warning horn airspeed (60 kts)
33. Restrict bank angles to no more than 10 degrees during slow flight

RECOVERY

34. Power full and maintain heading with rudder
35. Pitch to reduce angle of attack and yet hold altitude
36. Raise flaps to 20 if at 40.
37. Airspeed - Increase to V_X (60 kts)
38. Raise flaps to 10.
39. Airspeed - Increase to V_Y (68 kts)
40. Raise flaps completely
41. Pitch to reduce angle of attack and yet hold altitude
42. Recover to cruise speed and power.
43. Verbally acknowledge recovery complete.
44. Cruise checklist.

POWER OFF STALL

PROCEDURE

21. Establish Altitude no lower than 2000 AGL
22. Clear the area.
23. Carb Heat – ON
24. Power – 1500 RPM
25. Maintain starting altitude.
26. Inside white arc, add flaps to 20-40 degrees
27. Trim for 500 FPM Descent
28. Reduce power to idle, increase pitch to the landing attitude (nose on the horizon).
29. Verbally recognize approach to stall (stall warning, mushy controls, buffeting and break)

RECOVERY

30. Pitch down to reduce angle of attack (nose at level flight attitude)
31. Power to full (Within 3-5 seconds) maintain heading with rudder.
32. Raise flaps to 20 if at 40.
33. Airspeed - Increase to V_X (60 kts)
34. Raise flaps to 10.
35. Airspeed - Increase to V_Y (68 kts)
36. Raise flaps completely
37. Pitch to reduce angle of attack and yet hold altitude
38. Recover to cruise speed and power.
39. Verbally acknowledge stall recovery complete.
40. Climb or cruise checklist.

POWER ON STALL

PROCEDURE

15. Establish altitude no lower than 2000 AGL.
16. Clear the area.
17. Carb Heat – ON
18. Power – 1500 RPM
19. Maintain starting altitude.
20. As airspeed decreases below 60 kts increase power to full.
21. Pitch to horizon.
22. Pitch up to stall attitude.
23. Maintain heading with rudder.
24. Verbally recognize approach to stall.

RECOVERY

25. Pitch to reduce angle of attack (nose at level flight attitude)
26. Accelerate to Cruise Speed.
27. Verbally acknowledge stall recovery complete.
28. Cruise checklist.

V – SPEEDS

V_{S0}	**42 kts**
V_{S1}	**47 kts**
V_X	**56 kts**
V_Y	**68 kts**
V_{FE}	**85 kts**
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Positive	**4.4 flaps up**
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