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 25-40 degrees (2-3 notches)
7. As airspeed decreases below 75 mph increase power to maintain altitude.
8. Re-trim to reduce pressure
9. Maintain heading with rudder
10. Establish airspeed 3-5 mph above the stall warning horn airspeed (60 mph)
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 25 (second notch) if at 40 (third notch).
15. Airspeed - Increase to V_X (78 mph)
16. Raise flaps to 10 (first notch).
17. Airspeed - Increase to V_Y (89 mph)
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 25 degrees (2 notches)
7. Trim for 500 FPM Descent
8. Reduce power to idle, increase pitch to the landing attitude (nose on the horizon).
9. A flaps to 40 degrees (3rd notch)
10. Verbally recognize approach to stall (stall warning, mushy controls, buffeting and break)

RECOVERY

11. Pitch down to reduce angle of attack (nose at level flight attitude)
12. Power to full (Within 3-5 seconds) maintain heading with rudder.
13. Raise flaps to 25 (second notch) if at 40 (third notch).
14. Airspeed - Increase to V_X (78 mph)
15. Raise flaps to 10 (first notch).
16. Airspeed - Increase to V_Y (89 mph)
17. Raise flaps completely
18. Pitch to reduce angle of attack and yet hold altitude
19. Recover to cruise speed and power.
20. Verbally acknowledge stall recovery complete.
21. 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 70 mph 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}	**55 mph**
V_{S1}	**64 mph**
V_X	**78 mph**
V_Y	**89 mph**
V_{FE}	**115 mph**
V_A	**129 mph**
V_{NO}	**140 mph**
V_{NE}	**171 mph**

Best Glide **80 mph**

LOAD LIMITS

Positive	**3.8 normal**
	4.4 utility
Negative	**No negative maneuvers approved.**

Max Crosswind (demonstrated factory)

17 kts

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 25-40 degrees (2-3 notches)
29. As airspeed decreases below 75 mph increase power to maintain altitude.
30. Re-trim to reduce pressure
31. Maintain heading with rudder
32. Establish airspeed 3-5 mph above the stall warning horn airspeed (60 mph)
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 25 (second notch) if at 40 (third notch).
37. Airspeed - Increase to V_X (78 mph)
38. Raise flaps to 10 (first notch).
39. Airspeed - Increase to V_Y (89 mph)
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

22. Establish Altitude no lower than 2000 AGL
23. Clear the area.
24. Carb Heat – ON
25. Power – 1500 RPM
26. Maintain starting altitude.
27. Inside white arc, add flaps to 25 degrees (2 notches)
28. Trim for 500 FPM Descent
29. Reduce power to idle, increase pitch to the landing attitude (nose on the horizon).
30. A flaps to 40 degrees (3rd notch)
31. Verbally recognize approach to stall (stall warning, mushy controls, buffeting and break)

RECOVERY

32. Pitch down to reduce angle of attack (nose at level flight attitude)
33. Power to full (Within 3-5 seconds) maintain heading with rudder.
34. Raise flaps to 25 (second notch) if at 40 (third notch).
35. Airspeed - Increase to V_X (78 mph)
36. Raise flaps to 10 (first notch).
37. Airspeed - Increase to V_Y (89 mph)
38. Raise flaps completely
39. Pitch to reduce angle of attack and yet hold altitude
40. Recover to cruise speed and power.
41. Verbally acknowledge stall recovery complete.
42. 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 70 mph 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}	**55 mph**
V_{S1}	**64 mph**
V_X	**78 mph**
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V_{FE}	**115 mph**
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