

STEEP TURNS

Throttles	18°/ 2500 RPM
Speed	120 mph or below Va
Bank	45 – 50 degrees
Throttles	Increase 1-2°
Throttles	Recovery
Throttles	Return to cruise

SLOW FLIGHT

Throttles / slow	12°
Gear	Down under 125 mph
Flaps	Down under 100 mph
Speed	80 mph
Throttles	18°
Throttles	Recovery
Flaps	Max power
Gear	Partially up (1 sec)
Flaps	Up
Flaps	Up

POWER OFF STALL

Throttles / slow	12°
Gear	Down under 125 mph
Flaps	Down under 100 mph
Pitch	-500 FPM
Throttles	Idle
Pitch	Up 1 degree per sec
Throttles	Recovery
Angle of attack	Reduce
Throttles	Max power
Pitch for Blue Line	Minimize alt. loss
Flaps	Partially up (2 sec)
Gear	Up
Flaps	Up
Climb	Blue Line min
Power	25° / 2500RPM

POWER ON STALL

Throttles / slow	12° or less
Speed	90 MPH
Throttles	18°
Pitch	MAX 20 degrees
Throttles	Recovery
Angle of attack	Reduce
Pitch for Blue Line	Minimize alt. loss
Confirm	Gear & flaps up
Climb	Establish - 100

ACCELERATED STALL

Throttles / slow	12°
Speed	90 mph
Throttles	15°
Attitude	45° bank then firm back pressure until buffet
Throttles	Recovery
Attitude	Reduce AOA and wings level
Throttles	Add power
Pitch for Blue Line	Minimize alt. loss

VMC DEMONSTRATION

Throttles / slow	12°
Mixtures	Full rich
Props	Full forward
Left throttle	Idle
Right throttle	Max power
Decrease airspeed	1 degree per sec
	At either loss of directional control or buffet:
Angle of attack	Reduce
Flight throttle	Reduce
	When speed above redline:
Right throttle	Max power
Speed	Pitch for blue line

DRAG DEMO (MEI ONLY)

Throttles / slow	12°
Mixtures	Full
Props	Full
Left throttle	Idle
Right throttle	Full
Airspeed	Blue line +10
	Note VSI at each change:
Airspeed	Blue line
Gear	Down
Flaps	Down
Gear	Up
Flaps	Up
Left throttle	Simulate feather
Airspeed	12°/2300
Repeat Profile	Gear & Flaps
Throttles, props, mixtures	Cruise

EMERGENCY DESCENT (MEI ONLY)

Throttles	Idle
Mixture / Props	Full forward
	Maintain positive Gs, consider using a 30-45 bank
Speed	< 180 mph
Throttles, props, mixtures	Recovery
Throttles, props, mixtures	Cruise

TRAFFIC PATTERN

Throttles	Downwind or approaching the pattern:
Speed	≤120 mph
	Abeam touchdown point:
Gear	Down
Throttles	13°
Speed, VSI	100 mph, 500 fpm
GUMPS	Perform
Flaps	As necessary
	Final:
Speed	Blue line
Gear	Check 3 green
Speed	As Req'd landing assured

2 ENGINE PRECISION APPROACH

	3 miles from FAF
	or prior to intercepting Glide Slope:
Throttles	15°
Speed	110 mph
	1 Mile OR Half dot below GS:
Gear	Down
Throttles	13°
Speed, VSI	100 mph, 500 fpm
GUMPS	Perform
	500' AGL:
Flaps	As necessary
Speed	Blue line
Gear	Check green

1 ENGINE PRECISION APPROACH

	One miles from FAF
	or prior to intercepting Glide Slope
Throttle	19°
Speed	110 mph
	Half dot below GS:
Gear	Down (keep gear up if circling)
Throttle	16° (13° if gear is up)
Flaps	Approach
Speed	100 mph
GUMPS	Perform
	500' AGL:
Speed	Blue line
Gear	Check green

2 ENGINE NON-PRECISION APPROACH

	One miles from FAF
Throttles	15°
Speed	110 mph
	At FAF:
Gear	Down
Throttles	13°
Speed	100 mph
VSI	500-700 fpm
GUMPS	Perform
	Leveling at MDA:
Throttles	15°
	Final descent:
Throttles	13°
Flaps	As necessary
Speed	Blue line
Gear	Check green

1 ENGINE NON-PRECISION APPROACH

	One miles from FAF
Throttle	19°
Speed	110 mph
	At FAF:
Gear	Down (keep gear up if circling)
Throttle	14° (11° if gear is up)
Flaps	As necessary
Speed	100 mph
VSI	500-700 fpm
GUMPS	Perform
	Leveling at MDA:
Throttle	20°
	Final descent:
Gear	Down
Throttle	14°
Flaps	As necessary
Speed	Blue line
Gear	Check green

GO AROUND

Throttles	Max Power
Pitch	Blue Line + 5 (100)
Flaps	Partially up
Gear	+ Rate - UP
Flaps	UP