Maneuver Memory Items

"APAMCO"

- ► Altitude
- ► Power
- ► Airspeed
- ► Mixture
- ► Clearing Turns: two 90° turns (left & right)
- ► Outside Reference

Slow Flight

- ► A: completed >1500 AGL
- ► P: bottom of the green
- ► A: normal
- ► M: full rich
- ► C & O
- ► Landing config flow
- ► Pitch & trim for 55-60kts
- ► Add power when roll in
- ► Turns gently (<=15° bank)
- ► Recover ("go-round"):
  - Full power & flaps 20°
  - Pos. rate & 60kts
  - Flaps 10° (clear from obstacle)
  - Flaps up (safe altitude & 65kts)

Steep Turns

- ► A: completed >1500 AGL
- ► P: bottom of the green; as required for target airspeed
- ► A: <Va
- ► M: no change
- ► C & O
- ► Establish 45° bank
- ► Add power when roll in
- ► Use horizon to maintain VS., check and maintain altitude and airspeed
- ► Roll out in advance to avoid overshooting

Stall: Power Off

- ► A: completed >1500 AGL
- ► P: no change
- ► A: normal
- ► M: full rich
- ► C & O
- ► Power to idle (>=1000 RPM for safety)
- ► Dump all flaps when airspeed permits

- ► Pitch for Vg (68-70kts) (call out)
- ► Pitch (slowly) to an attitude that induces a stall (call out) and wait
- ► Recover
  - Reduce AOA.
  - Full power and slow-flight recovery

Stall: Power On

- ► A: completed >1500 AGL
- ► P: bottom of the green; as required for target airspeed
- ► A: 60kts
- ► M: full rich
- ► C & O
- ► Simultaneously increase pitch (slowly) and apply 65-100% power
- ► Stay coordinated with rudder to avoid spin
- ► Pitch (slowly) to an attitude that induces a stall (call out) and wait
- ► Recover:
  - Reduce AOA.
  - Full power

Emergency Descent

- ► "TTTCC"
  - Trim for Vg (68-70kts)
  - Turn (make necessary shallow/steep turns to stay over the chosen area)
  - Troubleshoot (checklist)
  - Communicate
  - Commit to landing
- ► Glide to the chosen area
- ► First circle:
  - establish visual/sink rate reference for later turns
  - finalize the descent strategy
- ► Stay above the chosen area by circling
- ► Aim for 1000AGL on the final downwind
- ► Land on the "runway"

Ground Reference Maneuver

Turn Around a Point

- ► Find a reliable point
- ► Start from the downwind
- ► Use a shallower/steeper bank angle to correct for the drift
- ► Stay coordinated throughout the maneuver
- ► Make a 360° circle and focus on outside