

Mission 5

SLOW FLIGHT AND STALL INTRODUCTION

STUDENT: <u>Ferdy Babelrizki</u>	DATE 1: <u>06/07/2023</u>	DATE 2: <u>10/07/2023</u>
INSTRUCTOR: <u>Capt. Erik Pramono</u>	A/C REG: <u>PK-BON</u>	A/C REG: <u>PK-BON</u>
A/C TYPE: <u>C172</u>	DURATION: <u>01:05</u>	DURATION: <u>00:10</u>

EXERCISES	1	2	COMMENTS:
R- A/C Certificate & Documents	S		
R- Operating Limitations/ Placards	S		
R- Instrument Markings	S		
R- A/C Manual	S		* Forget fuel valve
R- Use of checklist	S		
R- Pre-flight Inspections	S		* Head set on just after avionics on
R- Fuel Grades and Test	S		
R- Operations of the Systems	S		* Instrument check ^{should} performe during taxi
R- Equipment Checks	S		
R- Engine Starting	S		
R- Radio Communications	S		
R- Taxiing and Taxi Checks	SB		* Right hand always on throttle while taxi
R- Before Take-off Checks	S		
R- Normal Take-off and Climb	SB		
R- Straight and Level Flight	S		* Take off wing not level → not maintain rwy heading
R- Collision Avoidance/Traffic Awareness	SB		
R- Climbing	SB		* After take off put nose attitude
R- Descending	S		
R- Shallow Bank Turn	S		
R- Medium Bank Turn	S		
R- Steep Turn	SB		* Please remember climb → speed by pitch → power full
R- Climbing Turn	SB		
R- Descending Turn	S		
I- Slow Flight and Slow Flight Descending Turn	S		* Final unstabilized
I- Power Off Clean Stall	SB		
R- Normal Approach and Landing	SB		
R- After Landing Procedures	S		
R- Parking and Securing	S		
R- Post Flight Procedures	S		

Pre briefing 15 min
Post

COMPLETION STANDARDS:

- Must be able to establish and maintain an airspeed in a specified airframe configuration at a speed slower than the normal cruising speed.
- Must demonstrate understanding of how combined use of power and attitude affects performance.
- Must be able to recognize a stall and recover using the correct technique.

SYLLABUS TIMES:

Total	Dual	Solo	IF	X/C	X/C Solo	Ldgs
5:15	1:15					1
5:15	1:15					1

Student Signature _____

Instructor Signature _____