



## Mission 5

## SLOW FLIGHT AND STALL INTRODUCTION

STUDENT: <b>RAJA DEVAN</b>	DATE 1: <b>18-08-2022</b>	DATE 2:
INSTRUCTOR: <b>CAPT. TAVRIQ</b>	A/C REG: <b>PK-RON</b>	A/C REG:
A/C TYPE: <b>C-172</b>	DURATION: <b>1:15</b>	DURATION:

EXERCISES	1	2	COMMENTS:
R- A/C Certificate & Documents	S		
R- Operating Limitations/ Placards	S		
R- Instrument Markings	S		
R- A/C Manual	S		
R- Use of checklist	S		
R- Pre-flight Inspections	S		
R- Fuel Grades and Test	S		
R- Operations of the Systems	S		
R- Equipment Checks	S		
R- Engine Starting	S		
R- Radio Communications	SD		
R- Taxiing and Taxi Checks	S		
R- Before Take-off Checks	S		
R- Normal Take-off and Climb	S		
R- Straight and Level Flight	S		
R- Collision Avoidance/Traffic Awareness	S		
R- Climbing	S		
R- Descending	S		
R- Shallow Bank Turn	S		
R- Medium Bank Turn	S		
R- Steep Turn	SD		
R- Climbing Turn	S		
R- Descending Turn	S		
I- Slow Flight and Slow Flight Descending Turn	SD		
I- Power Off Clean Stall	SD		
R- Normal Approach and Landing	SD		
R- After Landing Procedures	S		
R- Parking and Securing	S		
R- Post Flight Procedures	S		

WADY- PANGGANG BAY- WADY

STILL OFTEN DID NOT REALIZE IF CALLED BY ATC

STEEP TURN LATE GIVE BACK PRESSURE AFTER CORRECTING ALTITUDE

SLOW FLIGHT RECOVERY DID NOT AWARE WITH ALTITUDE AFTER FLAP RETRACTION

STALL UNABLE MAINTAIN HEADING AND PASSING 60 PLEASE CLIMB ATTITUDE

LANDING WAS NOT CENTERLINE

## 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					2

Student Signature .....

Instructor Signature .....