



Mission 5

SLOW FLIGHT AND STALL INTRODUCTION

STUDENT: <u>RANDY</u>	DATE 1: <u>16-08-2022</u>	DATE 2:
INSTRUCTOR: <u>CAPT. RIZKA</u>	A/C REG: <u>PE-RDQ</u>	A/C REG:
A/C TYPE: <u>C.172</u>	DURATION: <u>01:15</u>	DURATION:

EXERCISES	1	2	COMMENTS:
R- A/C Certificate & Documents	S		<p>DOING PROCEDURE STUN TOO SLOW</p> <p>NOT SCANNING ALTITUDE</p> <p>NOT MAINTAIN REFERENCE POINT.</p> <p>NOT MAINTAIN BANK.</p> <p>OVER ALL STUN IMPROVE FROM PREVIOUS FLIGHT.</p>
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	S		
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	S		
R- Climbing Turn	S		
R- Descending Turn	S		
I- Slow Flight and Slow Flight Descending Turn	S		<p>PRE BRIEFING: 00:20</p> <p>POST BRIEFING: 00:20</p>
I- Power Off Clean Stall	S		
R- Normal Approach and Landing	S		
R- After Landing Procedures	S		
R- Parking and Securing	S		
R- Post Flight Procedures	S		

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

[Signature]

Instructor Signature