

Slow Flight:

- Entry
- HASEL check (Height, Area, Security, Engine, Look Out)
 - Power 1500 RPM
 - Attitude nose high to maintain level flight
 - As speed nears 55 KTS, use correct power setting and attitude to maintain altitude and airspeed, respectively.

- Recovery
- Full power, Carburetor heat COLD
 - Nose to cruise, allow aircraft to accelerate
 - Flaps up in stages
 - Power to cruise setting

Stall:

- Entry
- HASEL (Height, Area, Security, Engine, Look Out)
 - Throttle smoothly to desired power setting
 - Nose just above horizon, to maintain altitude
 - Allow airspeed to bleed off
 - Flaps down as required
 - At symptoms of stall begin recovery

- Recovery
- Lower nose
 - Full power
 - Straight with rudder (If wing drop, use opposite rudder to pick up wing)
 - Flaps up in stages (if used during entry)
 - Return to cruise

Steep Turns:

- Entry
- A good look out is required before banking and throughout the turn
 - Roll into turn using co-ordinated aileron and rudder
 - As you pass 30 degrees of bank add back pressure and a little power
 - Maintain 45 degrees bank through 360 degrees of turn

- Recovery
- Start roll out using co-ordinated aileron and rudder
 - When passing through 30 degrees bank, release back pressure and take off extra power that was added
 - Roll out on initial heading

Forced Landing:

1. Trim the aircraft for best glide speed, 65 knots (C-GCTJ) 80 MPH (C-GEFZ)
2. Select a suitable landing site (Civilization, Obstacles, Wind Speed and Direction, Length and Surface Condition)
3. Plan your approach to the landing site by selecting a key point to start your base turn and a key point to start your final turn
4. Declare an emergency. MAYDAY call giving important information: problem, position, intentions, number of persons on board.
5. Cause Check. Try to determine the cause of the engine failure:
6. Secure passengers for touchdown on unprepared surface
7. Engine shut down checks before touchdown
8. Remember engine warm every 500 feet or so when practicing

Overshoot:

- a) Full power, carb heat in.
- b) Lower nose attitude to allow aircraft to accelerate, also make sure aircraft does not descend.
- c) Flaps up in stages
- d) When airspeed is safe, start climb out

Takeoff:

- a) Wing Flaps – Up
- b) Carburetor Heat – Cold
- c) Throttle – Full (check tachometer)
- d) Elevator Control – Lift Nose Wheel at 55 Knots
- e) Climb Speed – 70 -80 Knots

Approach and Landing:

- a) Approach – 70 Knots with 20 degrees of flap, 60 knots with full flap
- b) Touchdown – Main wheels first
- c) Landing Roll – Lower nose wheel gently
- d) Braking – Minimum required