

7261Y 12/27/2021

Slow Flight

- Clearing Turns
- Flaps up, Cowl Flaps open, Mixture – rich below 4000ft, Props 2500, Throttles 12” MAP
- Gear Down <140 IAS
- Flaps full Down <120 IAS
- Airspeed 75-80 MPH, just above stall.
- Throttles 18-20” MAP
- CLEAN UP: Full power and Lower nose to horizon, Flaps to 1/2 (bottom of white arc), Gear up, Flaps up at 105 MPH

Power off stall (5000 AGL)

- Clearing Turns
- Flaps up, Cowl Flaps open, Mixture – rich below 4000 ft. Props 2500, Throttles 14” MAP, Gear Down <140 IAS, Flaps FULL DOWN <120 IAS
- Airspeed 90 MPH (14-15”), lower nose to descend 100 ft, hold altitude, power off, pitch to maintain altitude until first indication of stall.
 - Recover: FULL power and Lower nose just below horizon. Flaps to 1/2, Gear up, Flaps up at 105 MPH
 - Cruise flight: 16” 2500 RPM

Power on stall (5000 AGL)

- Clearing Turns
- Flaps up, Cowl Flaps open, Mixture rich below 4000 ft
Gear up. Props 2100, Throttles 14” MP.
- Hold level altitude and decelerate.
 - Throttles 21” MP
 - Slowly pitch up 15°, first indication of stall occurs, pitch to horizon.
 - Maintain 21” of MP

Accelerated Stall (5000 AGL)

- Clearing Turns
- Flaps up, Cowl Flaps open, Mixture enrich as required.
Props 2100,
45° bank turn, maintain altitude, Reduce power to 12” MAP (Will stall at about 100 MPH)
- Throttles 21” MP & Roll to level flight.
 - o Lower nose and recover to level altitude.

Vmc Demonstration (5000 AGL)

- Clearing Turns
 - Flaps up, Cowl Flaps open, Mixture – rich below 4000’
- Props 2500, Throttle 14” until 120 MPH then 16-17”.
- PROPS HIGH
 - Left engine idle
 - Raise Left engine 5 degrees
 - Right engine full power
 - Pitch up and reduce airspeed 1 mph/sec
 - Recover at BUFFET, STALL WARNING LIGHT, or 10° HEADING CHANGE.
 - Reduce right engine power and lower nose.
 - Recover to original heading.
 - Pitch to horizon, add full power on right engine and maintain 105 VYSE (Blue line).
 - Clean Up throttles / props as desired

Single Engine Approach

- Approach speed 120 MPH, 16" / 2500 RPM, 0 Thrust of 12" on inoperative engine • Capture GS, Configure @ GS
- o Gear down, Fuel Pumps on, Flaps UP, Mixture Rich, 17" MP / 2500 RPM @ 500' above minimums.. Props to high, Gear checked down, Final approach @ 105 (Blue Line) until landing is assured.

Steep Turns

Clearing Turns

- Approach speed of 15" / 2500 (130 MPH)
- Start roll either left or right 50° of bank
- at 30° increase power to 19" maintain altitude & airspeed
- After 360°, bank aircraft to straight and level and then reverse turn
- CLEAN UP Cruise flight: 16" 2500

Emergency Descent

- Throttle idle
- Props FULL
- Gear Down IAS <140 and maintain 140 MPH
- Bank 30 to 45 degrees.

Normal Approach

- Approach speed of 120 MPH, 16" MP 2500 RPM
- Downwind: Gear Down, 1/2 Flaps, Fuel Pump on (GUMP) power to 19" MP.
- Turn final and capture GS 105 MPH
- 500 AGL, Full Props & Gear Light check

Single Engine Pattern Approach

- Approach speed of 20-23" 2500 (120)
- GEAR DOWN base turn (no flaps)
- Fuel Boost on
- Turn final and capture GP 105-110 MPH
- Full Props & Check Gear Light.

MAP/Go Around

- Full power and raise nose to 10 degrees of pitch • Gear up positive rate, Flaps up at 105 MPH
- Multi Engine climb out: 112 MPH, SE - 105 MPH

General Power Settings

- Enroute climb, 25" MP, 2500 RPM; Boost pumps off, landing lights after 1000 AGL
- Enroute cruise: 20" MP, 2300 RPM, Mixture 7 gph. Instructional Cruise: 16-17" 2500 (120 mph)