**Slow Flight** **5/1/19**

• 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 MPH, just above stall.

• Throttles 18-20” MAP

• CLEAN UP: Add power and Lower nose, Flaps to ½, 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 up and stall.

• Recover, FULL power and Lower nose. Flaps to ½,

Gear up, Flaps up at 105 MPH

• Cruise flight: 16” 2500

**Power on stall (5000 AGL)**

- Clearing Turns

Flaps up, Cowl Flaps open, Mixture rich below 4000 ft Gear up. Throttles 14” MP.

**Props 2100**

- Hold level altitude and decelerate.
- Throttles 21” MP
- Slowly pitch up 15°, when stall occurs pitch to horizon.
- Maintain 21” of MP

**Accelerated Stall (5000 AGL)**

- Clearing Turns

Flaps up, Cowl Flaps open, Mixture enrich.

**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 power right engine and lower nose.
- Recover to original heading.
- Pitch to horizon, add full power on right engine and maintain 105 VYSE (Blue line).
- CLEAN UP

**Single Engine Approach**

• Approach speed of 24”, 2500 (120), 0 Thrust of 12” on inoperative engine • Capture GS, Configure @ GS

o Gear down, Fuel Pumps on, Flaps UP, Mixture Rich,

17” MP.

@ 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 16” and 2500 (120 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
- Fuel Boost on
- Turn final and capture GS 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)