All aircraft should be operated utilizing **20” MP and 2400RPM for normal maneuver**

All AMEL Maneuvers must be recovered by **3000’** AGL

All Clearing turns shall be either 1 180° turn or 2 90° turns

1. Pre-maneuver checklist (C-GUMPS)
   1. Cowl Flaps
   2. Gas
   3. Undercarriage
   4. Mixture
   5. Propellers
   6. Seatbelts
2. Slow Flight
   1. Pre-maneuver checklist
   2. Clearing turn
   3. Throttle Reduce to **15”** MP prop full forward
   4. Gear down below 150 KIAS
   5. Flaps **Full down incrementally**  when inside white arc
   6. Slow to **80 KIAS**
   7. Throttle Increase to arrest descent (min **20” MP**)
   8. Bank no more than **STD rate/10 Degrees**
   9. Pitch for A/S Power for Alt

Recover

* + 1. Throttle Full Open
    2. Flaps Reduce incrementally
    3. When at cruise speed throttle 20” MP and 2400 MP straight and level

1. Approach to a landing/Power Off Stall
   1. Pre-maneuver Checklist
   2. Clearing Turn
   3. Throttle reduce to **15” MP**
   4. **prop full forward**
   5. **Gear down**
   6. Flaps full down when inside white arc
   7. Slow to **85 MPH**
   8. Begin descent Approx **500** FPM
   9. Throttle reduce **all the way**
   10. Nose Pitch to **horizon and hold** until first indication of a stall
   11. Yoke Back Pressure **Reduce**
   12. Throttle **full**
   13. Nose to **horizon**
   14. Flaps **half** incrementally
   15. Gear Up
   16. Flap up
   17. When at alt/cruise speed power 20” MP 2400RPM straight and level
2. Departure/Power On Stall
   1. Pre-maneuver Checklist
   2. Clearing Turn
   3. Throttle Reduce to **12” MP**
   4. **Propeller full forward**
   5. A/S slow to **Vr**
   6. Throttle **21”**  (Right rudder)
   7. Pitch **20** **Degree** until first Indication
   8. Yoke back pressure **reduce**
   9. Nose to **horizon**
   10. When at alt/cruise speed throttle @ 15” MP 2400RPM straight and level
3. Steep Turns
   1. Pre-maneuver checklist
   2. Clearing Turns
   3. Aircraft nose – look outside and find your reference in front of aircraft and note hdg
   4. Bank – increase to **50** **degrees** either direction for 360°
   5. Throttle 22”
   6. Yoke – **back pressure** to hold altitude
   7. Bank – Reduce to **zero** by original hdg
   8. Complete another 360° turn in opposite direction
4. Emergency Descent Procedure
   1. **Turning**
      1. **Throttle Idle**
      2. **Flaps Full**
      3. **Bank 45°**
      4. **Airspeed 125MPH**
      5. Recover at assigned alt
   2. Straight ahead
      1. Throttle Idle
      2. Pitch until Vno
      3. Recover at assigned altitude
5. Go Around
   1. Throttle – **Full Open**
   2. Flaps -  **1/2**
   3. Climb –  **Nose on the horizon**
   4. Flaps -  **Reduce incrementally**
6. Short Field Takeoff
   1. Flaps – **Up**
   2. Accelerate to Vr 80mph
   3. Climb at Vx
   4. Positive Rate -> Gear up
7. Short Field Landing
   1. Gear down midfield
   2. Power 13” prop full fwd
   3. Flaps ½
   4. Speed 90
   5. Base
      1. Full flaps
      2. Speed 85
   6. Final
      1. Speed 75-80
      2. Final GUMPS check

One Engine Inoperative (OEI)

1. Immediate action Steps
   1. Mixture **Full Fwd**
   2. Prop **Full Fwd**
   3. Throttle **Full Fwd**
   4. Flaps **Up**
   5. Gear **Up**
   6. Identify
   7. Verify
   8. Fix or Feather
      1. Above 3000’ AGL Fix
      2. Below 3000’ AGL Feather
   9. Checklist Fix
   10. Checklist to restart
2. Vmc Demo
   1. Pre-maneuver Checklist
   2. Clearing Turn
   3. Left Engine Throttle Idle
   4. Right Eng Throttle Full Fwd
   5. Nose – Pitch up to reduce airspeed at 1 mph/sec
   6. AT first indication of stall or loss of directional control
      1. Simultaneously throttle Idle
      2. Nose down to Blue Line
   7. Once at Blue line
      1. Throttle back to cruise
   8. Recover
      1. Power 20” 2400RPm