Notes:

* All aircraft should be operated utilizing **2300 RPM for cruise flight**
* All ASEL Maneuvers must be recovered by **1500’** AGL (except ground reference maneuvers)
* Clearing Turn – **1 - 180⁰ turn, or 2 - 90⁰ turns**

***Pre-Maneuver Checklist*** (complete flow)

* **Seat Belts/Shoulder Harness** –Check
* **Fuel selector** - Both or proper tank
* **Mixture -** Full Rich
* **Carb Heat** – As required
* **Magnetos** – Both
* **Master** – On
* **Primer-** In and Locked

***Slow Flight***

* **Pre-Maneuver checklist**
* **Clearing Turn**
* **Carb Heat** – On (except warrior)
* **Throttle** – reduce to 1500 RPM
* **Flaps** – Full Down (incrementally when

Inside white arc)

* **Slow to Bottom of Green Arc**
* **Throttle** – increase to arrest descent (min 2000 rpm)
* **Pitch for Airspeed / Power for Altitude**
* **Bank -** no more than std rate/10 deg.

***Recovery from Slow Flight***

* **Throttle** – Full
* **Flaps** – retract incrementally
* **Cruise speed** – throttle 2300 RPM straight and level-

***Approach to a Landing/Power***

 ***Off Stall***

* **Pre-Maneuver Checklist**
* **Clearing Turn**
* **Carb heat** – On (except warrior)
* **Throttle** - reduce to **1500** rpm
* **Flaps** – Inside white arc incrementally

 **To Full Down**

* **Slow to Final Approach Speed**
* **Begin descent** (Approx. **500** FPM)
* **Throttle** - reduce **to idle**
* **Nose Pitch to horizon and hold until stall**

 ***Recovery from Approach Stall***

* **Yoke** – reduce back pressure to break

 angle of attack/stall

* **Throttle -** Full
* **Nose to** **horizon**
* **Flaps** - retract incrementally
* **When at alt/cruise speed power @ 2300 straight and level**

 ***Departure/Power On Stall***

* **Pre-maneuver Checklist**
* **Clearing Turn**
* **Carb Heat – on (except warrior)**
* **Throttle** - Reduce to **1500** RPM
* **Airspeed** – slow to Vr
* **Throttle - Full** (Right rudder)-
* **Carb Heat – off (except warrior)**
* **Pitch- 20** **Degree** until stall

 ***Recovery from Departure Stall***

* **Yoke** – reduce back pressure to break

 Angle of attack/stall

* **Nose -** to **horizon**
* **When at alt/cruise speed throttle @ 2300 RPM straight and level**

***Steep Turns***

* **Pre-Maneuver Checklist**
* **Clearing Turn**
* **Aircraft nose** – look outside and find reference in front of aircraft and note hdg
* Bank – increase to **45** **degrees** either direction for 360 degrees
* Power – increase as necessary as bank angle and yoke back pressure increase to maintain desired airspeed and altitude.
* Roll out and power reduction to arrive at original heading (approx. 15 degrees prior) and airspeed

 **Emergency Procedures**

**At first sign of engine issue**

* **A**irspeed to best glide **65 KIAS/ 75 MPH**
* **B**est place to Land
* Fuel – **both ( warrior switch tank)**
* **Carb Heat - on**
* Mixture – **Rich**
* **Magnetos – Check**
* **Master – on**
* **Primer- in and locked**

**Time permitting back up with checklist**

 **Landing Without power**

* **Mayday Call on 121.5 (guard)**
* **Transponder – 7700**
* **Pattern: arrive abeam touchdown point at 1000 agl**

**NOTE: For training descend no lower than 500 ft AGL**

 ***Go Around Procedures***

 (Goal is to safely arrest descent)

* **Throttle – Full**
* **Carb heat – off**
* **Flaps (20 degrees for Cessna**

 **25 degrees for Warrior)**

* **Climb – nose on horizon**
* **Clear runway (bank angle no greater than standard rate or max of 10 degrees)**
* **Flaps – Up ( incrementally)**

***Ground Reference Maneuvers***

**S-turns, Turn about a point, and rectangular pattern: all flown at 1000’ AGL**

***Special takeoff’s***

**See specific aircraft flight checklist located in AMS aircraft booklets**