

PRIVATE PILOT MANUEVERS – SKYHAWK C172

SLOW FLIGHT

100 FT TOLERANCE – ALTITUDE!

- CLEARING TURNS
- POWER 1500
- FLAPS 10 TO 40 INCREMENTALLY
- PITCH FOR AIRSPEED – **TARGET 55 KTS**
- POWER FOR ALTITUDE

RECOVERY

- MAINTAIN ALTITUDE THROUGHOUT
- ADD POWER
- FLAPS 40 TO ZERO INCREMENTALLY

POWER OFF STALL (DIRTY CONFIG)

- CLEARING TURNS
- POWER 1500
- SPEED IN FLAP OPERATING RANGE
- FLAPS 10 TO 40 INCREMENTALLY
- PITCH FOR 200 FPM DESCENT
- POWER IDLE
- PITCH FOR STALL
- IDENTIFY STALL WARNING
- RECOVER AT FULL STALL

RECOVERY

- LOWER ANGLE OF ATTACK
- FULL POWER
- FLAPS 30
- FLAPS 20
- FLAPS ZERO
- POWER 2200

POWER ON STALL (CLEAN CONFIG)

- CLEARING TURNS
- REDUCE PWR TO 1500 AND HOLD ALTITUDE
- AT 55 KTS POWER 2200
- PITCH UP SLOWLY TO DECR AIRSPEED
- IDENTIFY STALL WARNING
- RECOVER AT FULL STALL

RECOVERY

- DECREASE ANGLE OF ATTACK
- FULL POWER
- POWER 2300 ONCE SPEED IS BACK

STEEP TURNS

100FT TOLERANCE - ALTITUDE

- PICK PROMINENT VISIBLE TARGET
- IF PROMINENT TARGET NOT AVAIL – PICK A CARDINAL HEADING (N, S, E, W)
- CLEARING TURNS
- POWER 2200 (target airspeed 90 kts)
- TRIM NOSE UP
- HOLD ALTITUDE BY PUSHING FWD IF NECESSARY
- ROLL LEFT
- AT 30° BANK RELEASE FWD PRESSURE
- INCREASE BANK TO 45°
- CHECK ALTITUDE – TRIM/PWR AS REQD
- BEGIN ROLLOUT 20° PRIOR TO HEADING
- PUSH YOKE FWD TO HOLD ALT
- REPEAT TO RIGHT
- ROLLOUT ON HEADING
- TRIM FOR LEVEL FLIGHT WHILE HOLDING ALTITUDE

PRIVATE PILOT MANUEVERS – SKYHAWK C172

SHORT FIELD TAKE OFF

- FLAPS 10
- USE ALL AVAIL RWY (TO THE EDGE)
- HOLD BRAKES
- POWER TO 2000 RPM
- CHECK SYSTEMS
- FULL POWER
- RELEASE BRAKES
- ROTATE AT 55 KTS CLIMB AT V_x 59 UNTIL CLEAR OF 50 FT OBSTACLE
- LOWER NOSE – CLIMB AT V_y 73
- BLEED FLAPS OFF

SHORT FIELD LANDING

IF OVERSHOOTING – GO AROUND

- FULL FLAPS
- CENTER LINE AND ALIGNMENT
- REDUCE POWER AFTER CLEARING OBSTACLE
- ADJUST POWER JUST ENOUGH TO KEEP FLOAT
- ADD POWER IF YOU WILL BE SHORT
- PULL POWER OUT WHEN FLOAT WILL TAKE YOU TO TARGET
- NOSE SLIGHTLY UP (TOO MUCH PITCH WILL INCREASE FLOAT)
- FULL BRAKING ONCE ALL 3 WHEELS ARE DOWN
- **DO NOT LOCK BRAKES**
- FLAPS ZERO
- YOKE ALL THE WAY BACK
- COME TO COMPLETE STOP

SOFT FIELD TAKE OFF

- FLAPS 10
- TRIM SLIGHTLY NOSE DOWN
- YOKE ALL THE WAY BACK
- KEEP MOVING ONCE YOU CROSS HOLD LINE
- ROUND YOUR TURNS OFF
- SMOOTHLY ADD POWER
- WHEN NOSE POPS UP REDUCE BACKPRESSURE SOME BUT KEEP NOSE UP
- WHEN A/C LIFTS OFF RWY PUSH DOWN TO KEEP IN GROUND EFFECT (WITHIN 6 FEET)
- GAIN SPEED TO 65 KTS
- CLIMB OUT AT V_y 73
- BLEED FLAPS OFF

SOFT FIELD LANDING

- NOT ACCURACY LANDING
- FULL FLAPS
- ABOUT 1 TO 2 FEET OFF RWY EASE POWER OUT AND FLARE
- ADD POWER JUST ENOUGH FOR GENTLE TOUCHDOWN (ABOUT 200-300 ADDED PWR) (YOU'LL HEAR A SLIGHT INCREASE IN ENGINE NOISE)
- IF CLIMBING – DECREASE PITCH SLIGHTLY BUT NOSE MUST REMAIN UP
- STAY ON CENTERLINE
- WHEN MAINS TOUCH EASE POWER OUT GENTLY
- KEEP NOSE UP UNTIL SPEED DEMINISHES AND NOSE COMES DOWN ON ITS OWN