

SIU

**Southern
Illinois
University**

CARBONDALE

CESSNA 172

TRAINING PROCEDURES

**Change 3
Effective 08/22/2016**

RECORD OF CHANGES

Change 3 (08/22/2016)

- Changed Slow Flight procedure to match the procedure in the Private Pilot Airman Certification Standards.
- Removed references to Private PTS and replaced with Private ACS references.

Change 2 (08/21/2015)

- Removed redundancy of HELP-T checklist from all takeoffs.
- Changed wording of Short-Field Takeoff to better match PIM.
- Changed Go-Around procedure to get airplane climbing soon in procedure.
- Changed Stall recovery procedures to get airplane climbing in recovery sooner.
- Clarified Turns Around a Point entry heading.
- Changed Lazy Eight to include 45°, 90°, and 135° reference points.
- Removed the configuration of the airplane in the last 90° of clearing turn.
- Corrected multiple typographical errors.

Change 1 (06/13/2013)

Slow Flight, Power Off Stall, Power On Stall, Steep Turns, Steep Spiral, Chandelle, Lazy Eight, Secondary Stall, Accelerated Stall, Cross Control, & Elevator Trim Stall

- Changed the wording of step #1 to better reflect the PTS.

Power On Stall

- Omitted step #7, previously said to reduce power to idle.

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Normal Takeoff

1. Complete the **BEFORE TAKEOFF** checklist and review the **TAKEOFF** checklist.
2. Note the time, turn the landing lights **ON**, **check the wind indicator**, and turn the transponder to **ALT** before taxiing onto the active runway.
3. When aligned on the runway centerline: add full power and verify that full power is being developed by the tachometer (per the POH) and that the engine instruments are in the green arcs.
4. Rotate at 55 KIAS to a pitch attitude that will yield 76 KIAS (V_y).

Crosswind Takeoff

1. Complete the **BEFORE TAKEOFF** checklist and review the **TAKEOFF** checklist.
2. Note the time, turn the landing lights **ON**, **check the wind indicator**, and turn the transponder to **ALT** before taxiing onto the active runway.
3. When aligned on the runway centerline: **TURN THE AILERONS FULLY INTO THE WIND**, add full power and verify that full power is being developed by the tachometer (per the POH) and that the engine instruments are in the green arcs.
4. During the takeoff run, reduce the aileron deflection as appropriate.
5. **While having an appropriate amount of aileron deflection into the wind**, rotate at an airspeed above 55 KIAS, as appropriate, to a pitch attitude that will yield 76 KIAS (V_y).
6. Establish a crab angle to maintain the extended runway centerline.

Short-Field Takeoff

1. Complete the **BEFORE TAKEOFF** checklist and review the **SHORT FIELD TAKEOFF** checklist.
2. **Deploy 10° of flaps.**
3. Note the time, turn the landing lights **ON**, **check the wind indicator**, and turn the transponder to **ALT** before taxiing onto the active runway.
4. When aligned on the runway centerline at the end of the runway: **Apply full brakes**, add full power and verify that full power is being developed by the tachometer (per the POH) and that the engine instruments are in the green arcs.
5. Release the brakes.
6. Accelerate tail low until aircraft leaves ground, then pitch to an attitude that will yield 56 KIAS (V_x).
7. At 50' AGL (or obstacle clearance) reduce to a pitch attitude that will yield 76 KIAS (V_y)
8. Above 60 KIAS, retract the flaps.

Soft-Field Takeoff

1. Complete the **BEFORE TAKEOFF** checklist.
2. **Deploy 10° of flaps.**
3. Note the time, turn the landing lights **ON**, **check the wind indicator**, and turn the transponder to **ALT** before taxiing onto the active runway.
4. Taxi onto the runway with **full aft elevator** and align the airplane with the runway centerline; **DO NOT COME TO A STOP ON THE RUNWAY.**
5. Add full power and verify that full power is being developed by the tachometer (per the POH) and that the engine instruments are in the green arcs.
6. When the nose wheel leaves the ground, release backpressure so that **forward visibility is maintained** while keeping the nose wheel off the ground.
7. When the aircraft becomes airborne level off in ground effect until the aircraft reaches 76 KIAS (56 KIAS if on a short or obstructed runway) and then begin climb out.
8. At 50 ft. (or obstacle clearance) and above 60 KIAS, retract the flaps.

Enroute Climb

1. When above 500' AGL, reduce to a pitch attitude that will yield 70-85 KIAS (per the POH) (trim as required).
2. When above the traffic pattern altitude and clear of other traffic, perform a left to right flow, then review the **ENROUTE CLIMB** checklist.
3. When above 3000' MSL, lean the mixture per the POH.

Cruise

1. Reduce the pitch attitude to a straight and level.
2. Trim the elevator.
3. When above 100 KIAS, reduce the throttle to 2100-2700 RPM (as appropriate).
4. Lean the mixture per the POH (re-adjust throttle as necessary).
5. Turn the landing light OFF.
6. Review the **CRUISE** checklist.

Descent

1. Apply the carburetor heat (as appropriate).
2. Adjusted for smooth operation.
3. Reduce the power to maintain the desired airspeed (cruise airspeed is recommended) while reducing pitch to attain desired rate of descent. (trim elevator as required).
4. Review the **DESCENT** checklist.

Normal Landing

1. Descend to traffic pattern altitude and accomplish the **BEFORE LANDING** and the **LANDING** checklists before arriving within 5 miles of the airport.
2. Arrive at the traffic pattern altitude 1 to 2 miles before entering the pattern.
3. **Verify the wind conditions**, and verify that the landing light is ON.
4. At midfield downwind, apply carburetor heat, **specify touchdown point**.
5. Abeam the point of intended touchdown, reduce power to 1500-1700 RPM, as appropriate.
6. Maintain altitude with backpressure and allow the airspeed to slow below 110 KIAS (V_{fe}).
7. Extend 10° of flaps, establish 75 KIAS and begin descending (trim as required).
8. On base, extend the flaps to 20° (as appropriate), establish a 70 KIAS pitch attitude and trim as necessary.
9. On final, re-verify the wind conditions, extend the flaps to 30° (as appropriate), maintain 65 KIAS + ½ **the gust factor** pitch attitude, and trim as necessary.
*NOTE: Some planes are equipped with a 40° selection of flaps, the use of those flaps is at the pilot's discretion.
10. Reduce the throttle to idle when appropriate.
11. Round out, flare, and touchdown.

Crosswind Landing

1. Descend to traffic pattern altitude and accomplish the **BEFORE LANDING** and the **LANDING** checklists before arriving within 5 miles of the airport.
2. Arrive at the traffic pattern altitude 1 to 2 miles before entering the pattern.
3. **Verify the wind conditions** and verify that the landing light is ON.
4. At midfield downwind, apply carburetor heat, specify touchdown point.
5. Opposite the point of intended touchdown, reduce power to 1500-1700 RPM (as appropriate)
6. Maintain altitude with backpressure and allow the airspeed to fall below 110 KIAS (V_{fe})
7. Extend 10° of flaps (**if appropriate**)
8. Establish 75 KIAS (as appropriate) and begin descending (trim as required).
9. On base, extend the flaps to 20° (**if appropriate**), establish a 70 KIAS pitch attitude and trim as necessary.
10. On final, extend the flaps to 30° (**if appropriate**) when landing is assured, maintain 65 KIAS + ½ **the gust factor** (as appropriate) and **re-verify the wind conditions**.
*NOTE: Some planes are equipped with a 40° selection of flaps, the use of those flaps is at the pilot's discretion.
11. Add rudder to align the longitudinal axis of the airplane with the runway centerline and add aileron to maintain the airplane's flight path on the runway centerline.
12. Reduce the power to idle when appropriate.
13. Touchdown on the upwind main gear first, then the other main, and then the nose wheel.
14. Gradually, **TURN THE AILERONS FULLY INTO THE WIND**.

Short-Field Landing

1. Descend to traffic pattern altitude and accomplish the **BEFORE LANDING** and the **LANDING** checklists before arriving within 5 miles of the airport.
2. Arrive at the traffic pattern altitude 1 to 2 miles before entering the pattern.
3. **Verify the wind conditions** and verify that the landing light is ON.
4. At midfield downwind, apply carburetor heat, specify touchdown point.
5. Opposite the point of intended touchdown, reduce power to 1500-1700 RPM (as appropriate)
6. Maintain altitude with backpressure and allow the airspeed to fall below 110 KIAS (V_{fe})
7. Extend 10° of flaps
8. Establish 75 KIAS (as appropriate) and begin descending (trim as required).
9. On base, extend the flaps to 20°, establish a 70 KIAS pitch attitude and trim as necessary.
10. On final, extend the flaps to 30° when landing is assured, maintain 61 KIAS (as appropriate).
11. Reduce the power to idle when appropriate.
12. Round out, flare, and touchdown.
13. After touch down, as speed dissipates, retract the flaps, bring full back elevator (aerodynamic braking), and use the brakes to come to a stop.

Soft-Field Landing

1. Descend to traffic pattern altitude and accomplish the **BEFORE LANDING** checklist before arriving within 5 miles of the airport.
2. Arrive at the traffic pattern altitude 1 to 2 miles before entering the pattern.
3. **Verify the wind conditions** and verify that the landing light is ON.
4. At midfield downwind, apply carburetor heat, specify touchdown point.
5. Opposite the point of intended touchdown, reduce power to 1500-1700 RPM (as appropriate)
6. Maintain altitude with backpressure and allow the airspeed to fall below 110 KIAS (V_{fe})
7. Extend 10° of flaps
8. Establish 75 KIAS (as appropriate) and begin descending (trim as required).
9. On base, extend the flaps to 20°, establish a 70 KIAS pitch attitude and trim as necessary.
10. On final, extend the flaps to 30° when landing is assured, maintain 61 KIAS (as appropriate).
11. When the landing is assured, reduce the power to just above idle, flare, and land; OR reduce the power to idle and add power during the flare.
12. Touch down gently on the main wheels and gradually add backpressure to protect the nose wheel.
13. Allow the nose wheel to touch down gently and use **MINIMAL** braking.

180° Power-Off Landing

1. At midfield: carburetor heat ON.
2. When abeam the point of intended landing on downwind, close the throttle.
3. Add backpressure to maintain altitude and establish 65 KIAS (best glide).
4. Allow the airplane to descend when best glide is established.
5. **Trim as necessary.**
6. Using a medium to steep banked turn, turn base at an appropriate distance from the runway **based on the strength of the wind.**
7. Deploy 10° to 20° of flaps as necessary.
8. **Re-trim to maintain best glide.**
9. While on final, use **SLIGHT** adjustments of the pitch attitude and the flap setting (up to full flaps) to maintain a constant glide angle to the point of intended landing.
10. **NEVER TRY TO STRETCH THE GLIDE OR RETRACT THE FLAPS** to reach the point of intended landing.

Go Around (Balked Landing)

1. Apply full power.
2. Carburetor heat OFF.
3. Pitch to a climb attitude.
4. Retract the flaps to 20° if full flaps were being used.
5. When a positive rate of climb is achieved, and above 60 KIAS, retract the flaps to 10°.
6. With a positive rate of climb, and above 65 KIAS, retract the flaps to 0°.
7. Climb at 76 KIAS (V_y).

Slow Flight

1. Select an altitude to allow for the maneuver to be completed no lower than 1500' AGL.
2. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
3. Configure the aircraft:
 - Primer **Locked**
 - Ignition **Both**
 - Carburetor Heat **On**
 - Throttle **1500-1700 RPM**
 - Mixture **Adjusted per POH**
 - Flaps **10°** (below 110 KIAS)
 - Fuel Selector **Both**
 - Flaps **20° to 30°** (10° increments)

***NOTE:** Some planes are equipped with a 40° selection of flaps, the use of those flaps is at the pilot's discretion.
4. When below 65 KIAS, gradually add power to approximately 2200 RPM while slowing down and continue adding backpressure to hold altitude (as required)
5. Add right rudder as necessary to maintain coordination.
6. Slow the aircraft to approximately 5-10 knots above the 1G stall speed, at which the aircraft is capable of maintaining controlled flight without activating the stall warning horn (per the ACS).

Recovery

1. Throttle to full power and reduce the pitch attitude to allow airspeed to increase.
2. Carburetor heat OFF.
3. Retract the flaps to 20°.
4. Above 60 KIAS, retract the remaining flaps in 10° increments.
5. Return to cruise flight per the Cruise procedure.

Power-Off Stall (Arrival or Landing Stall)

1. Select an altitude to allow for the maneuver to be completed no lower than 1500' AGL.
2. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
3. Configure the aircraft:

Primer **Locked**

Ignition **Both**

Carburetor Heat **On**

Throttle **1500-1700 RPM**

Mixture **Adjusted per POH**

Flaps **10°** (below 110 KIAS)

Fuel Selector **Both**

Flaps **20° to 30°** (10° increments)

***NOTE:** Some planes are equipped with a 40° selection of flaps,
the use of those flaps is at the pilot's discretion.

4. **Establish a descent at 65 KIAS for 100'.**
5. Maintain wings level or establish up to a 20° bank **coordinated** turn as instructed.
6. Reduce the power to idle and add backpressure until the critical angle of attack is reached.
7. Recognize the first aerodynamic indication of the oncoming stall.

Recovery

1. Recover promptly after a full stall has occurred (Private ACS) or buffeting has occurred (Commercial PTS).
2. Decrease the angle of attack.
3. Apply full power.
4. Carburetor heat OFF.
5. Pitch to a climb attitude.
6. Retract the flaps to 20° if full flaps were being used.
7. When a positive rate of climb is achieved, and above 60 KIAS, retract the flaps to 10°.
8. With a positive rate of climb, and above 65 KIAS, retract the flaps to 0°.
9. Climb at 76 KIAS (V_y) for 100'.
10. Return to cruise flight per the Cruise procedure.

Power-On Stall (Departure Stall)

1. Select an altitude to allow for the maneuver to be completed no lower than 1500' AGL.
2. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
3. Configure the aircraft:

Primer	Locked
Ignition	Both
Carburetor Heat	On
Throttle	1500-1700 RPM
Mixture	Adjusted per POH
Flaps	0°
Fuel Selector	Both
4. At 55 KIAS, add back pressure and full power until the critical angle of attack is reached.
5. Carburetor heat OFF
6. Maintain wings level or establish up to a 20° bank **coordinated** turn as instructed.
7. Recognize the first aerodynamic indication of the oncoming stall. .
8. **MAINTAIN COORDINATION THROUGHOUT THE MANEUVER.**

Recovery

1. Recover promptly after a full stall has occurred (Private ACS) or buffeting has occurred (Commercial PTS).
2. Decrease the angle of attack.
3. Apply full power.
4. Level the wings.
5. Establish a climb at 76 KIAS (V_y) for 100'.
6. Return to cruise flight per the Cruise procedure.

Steep Turns

1. Select an altitude to allow for the maneuver to be completed no lower than 1500' AGL.
2. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
3. Configure the aircraft:

Primer	Locked
Ignition	Both
Carburetor Heat	Off
Throttle	approx. 2300 RPM
Mixture	Adjusted per POH
Flaps	0°
Fuel Selector	Both
4. At or below 95 KIAS, smoothly roll into a 45° (50° for commercial standards) bank.
5. Add power as necessary to maintain airspeed and backpressure as necessary to maintain altitude.
6. Perform one 360° turn, perform an opposite direction turn if specified by IP.
7. Return to cruise flight per the Cruise procedure.

Rectangular Course

1. Maintain an altitude between 600'-1000' AGL.
2. Find an area that is clear of obstructions and has a suitable emergency landing area.
3. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
4. Configure the aircraft:

Primer	Locked
Ignition	Both
Carburetor Heat	Off
Throttle	approx. 2300 RPM
Mixture	Adjusted per POH
Flaps	0°
Fuel Selector	Both
5. At 95 KIAS, enter the maneuver at a 45° angle to the downwind.
6. Maintain a constant distance away from the course at all times by crabbing into the wind and varying the bank angle during the turns according to the groundspeed.
7. Return to cruise flight per the Cruise procedure.

Turns Around a Point

1. Maintain an altitude between 600'-1000' AGL.
2. Find an area that is clear of obstructions and has a suitable emergency landing area.
3. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
4. Configure the aircraft:

Primer	Locked
Ignition	Both
Carburetor Heat	Off
Throttle	approx. 2300 RPM
Mixture	Adjusted per POH
Flaps	0°
Fuel Selector	Both
5. At 95 KIAS, the maneuver should be flown on a downwind heading to one side of the selected point.
6. Maintain a constant distance away from point at all times by varying the bank angle during the turns according to the groundspeed.
7. Complete at least one circuit around the point.
8. Return to cruise flight per the Cruise procedure.

S-Turns

1. Maintain an altitude between 600'-1000' AGL.
2. Find an area that is clear of obstructions and has a suitable emergency landing area.
3. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
4. Configure the aircraft:

Primer	Locked
Ignition	Both
Carburetor Heat	Off
Throttle	approx. 2200 RPM
Mixture	Adjusted per POH
Flaps	0°
Fuel Selector	Both
5. Find a reference line (road, railroad, field line, etc.) that lies 90° to the wind.
6. At 95 KIAS, the maneuver should be approached on the upwind side, on a downwind heading.
7. Complete one equal radius semi-circle on each side of the road.
8. Return to cruise flight per the Cruise procedure.

Steep Spirals

1. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
2. Establish an altitude from which three 360° turns can be made.
3. Configure aircraft:

Primer	Locked
Ignition	Both
Carburetor Heat	On
Throttle	1800 RPM
Mixture	Adjusted per POH
Flaps	Up
Fuel Shutoff Valve	On
4. Select a point so that the radius of the turn will not exceed 60° of bank.
5. Pull the throttle to idle just before being abeam the point.
6. Maintain a constant airspeed through the maneuver (60-70 KIAS).
7. Maintain a constant radius turn by adjusting bank angle on upwind and downwind sides.
8. Recover at least 1000' AGL on specified or entry heading.
9. Return to cruise flight per the Cruise procedure.

Chandelles

1. Select an altitude to allow for the maneuver to be completed no lower than 1500' AGL
2. Complete clearing turns, either alternate 90° turns or one 180° turn, using moderate bank.
3. Configure the aircraft:

Primer	Locked
Ignition	Both
Carburetor Heat	Off
Throttle	approx. 2200 RPM
Mixture	Adjusted per POH
Flaps	0°
Fuel Selector	Both
4. At 105 KIAS, smoothly roll into a bank not to exceed 30° (per the PTS).
5. Add backpressure and full power.
6. Maintain a constant bank angle while increasing the pitch attitude until the 90° point. Attain a pitch attitude that will yield V_s (+5 kts.) at the 180° point.
7. **MAINTAIN COORDINATION THROUGHOUT THE MANEUVER.**
8. At the 180°, return to cruise flight with minimal loss of altitude.
9. Return to cruise flight per the Cruise procedure.

Lazy Eight

1. Select an altitude to allow for the maneuver to be completed no lower than 1500' AGL.
2. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
3. Configure the aircraft:

Primer	Locked
Ignition	Both
Carburetor Heat	Off
Throttle	approx. 2300 RPM
Mixture	Adjusted per POH
Flaps	0°
Fuel Selector	Both
4. Select a prominent 45°, 90°, & 135° reference points.
5. At 105 KIAS, smoothly increase the bank angle and the pitch attitude to achieve 15° of bank and maximum pitch up at the 45° point.
6. From the 45° point, decrease the pitch attitude and increase the bank.
7. From the 90° point, decrease the pitch attitude and the bank angle to achieve 15° of bank and maximum pitch down at the 135° point.
8. From the 135° point, increase the pitch attitude and decrease the bank angle to achieve straight and level flight at the entry altitude and airspeed at the 180° point.
9. Repeat in the opposite direction.
10. **MAINTAIN COORDINATION THROUGHOUT THE MANEUVER.**
11. Return to cruise flight per the Cruise procedure.

Eights on Pylon

1. Establish and maintain pivotal altitude.
2. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
3. Configure the aircraft:

Primer	Locked
Ignition	Both
Carburetor Heat	Off
Throttle	approx. 2300 RPM
Mixture	Adjusted per POH
Flaps	0°
Fuel Selector	Both
4. Select two pylons along a line perpendicular to the wind that will briefly allow straight and level flight between them.
5. Maintain airspeed at or below V_a .
6. Enter the maneuver on a diagonal crosswind between the pylons. AFH 6-15
7. Maintain pivotal altitude by pitching to vary altitude applying the necessary corrections so that the line-of-sight reference line remains on the pylon.
8. Maintain coordination throughout maneuver.
9. Return to cruise flight per the Cruise procedure.

Secondary Stall

1. Select an altitude to allow for the maneuver to be completed no lower than 3000' AGL (for safety reasons).
2. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
3. Configure the aircraft during the last 90° of turn for a **Power Off Stall** or a **Power On Stall** according to the procedure manual.
4. Induce a stall according to the procedures manual.
5. After initiating a partial recovery with elevator control **only**; induce another stall.

Recovery

1. Reduce the angle of attack while bringing the throttle to full power (if at idle) and leveling the wings.
2. Carburetor heat off.
3. Retract flaps to 20° degrees (if starting from full dirty configuration).
4. Retract flaps to 0° in 10° increments.
5. Establish a climb at V_y , leveling off at starting altitude.
6. Return to cruise flight per the Cruise procedure.

Accelerated Stall

1. Select an altitude to allow for the maneuver to be completed no lower than 3000' AGL (per the PTS).
2. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
3. Configure the aircraft:

Primer	Locked
Ignition	Both
Carburetor Heat	On
Throttle	approx. 1500 RPM
Mixture	Adjusted per POH
Flaps	0°
Fuel Selector	Both
4. Maintain altitude with backpressure and allow airspeed to stabilize at approximately 80 KIAS.
5. Establish a bank angle of 45°.
6. Add backpressure as necessary to maintain altitude.
7. After the bank is established, increase back elevator pressure firmly to induce a stall.
8. Recover at the first indication of a stall; **under no circumstance allow a prolonged stall condition.**
9. **MAINTAIN COORDINATION THROUGHOUT THE MANEUVER.**

Recovery

1. Reduce the angle of attack while bring the throttle to full power and leveling the wings.
2. Climb at V_y to starting altitude.
3. Return to cruise flight per the Cruise procedure.

Cross-Control Stall

1. Select an altitude to allow for the maneuver to be completed no lower than 3000' AGL (for safety reasons).
2. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
3. Configure the aircraft:

Primer	Locked
Ignition	Both
Carburetor Heat	On
Throttle	Idle
Mixture	Adjusted per POH
Flaps	0°
Fuel Selector	Both
4. Establish a descent at 65 KIAS.
5. Establish a medium bank angle turn.
6. During the turn, add excessive rudder in the direction of the turn, maintain a constant bank angle using opposite direction aileron, and add back elevator pressure to keep the nose from lowering.
7. Add more control pressure until an **imminent stall** is induced.

Recovery

1. Reduce the angle of attack, release the control pressures, and add full power.
2. Carburetor heat off.
3. Establish a climb at V_y leveling off at the starting altitude.
4. Return to cruise flight per the Cruise procedure.

Elevator Trim Stall

1. Select an altitude to allow for the maneuver to be completed no lower than 3000' AGL (for safety reasons).
2. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
3. Configure the aircraft during the last 90° of turn:

Primer **Locked**
 Ignition **Both**
 Carburetor Heat **On**
 Throttle **1500 RPM**
 Mixture **Adjusted per POH**
 Flaps **10°**
 Fuel Selector **Both**
 Flaps **20° to 30°**

4. Establish a descent at 65 KIAS.
5. **Trim the aircraft to maintain the descent (nose up trim)**
6. Add full power and allow the aircraft to attain a pitch attitude that will exceed the critical angle of attack.
7. When it is apparent that a stall is approaching, recover.
 (Recover when the airplane comes to an “unusual climb attitude”)

Recovery

1. Return the airplane to a normal climb pitch attitude. Adjust the trim as necessary to relieve the heavy control pressure.
2. Retract the flaps to 20°.
3. Retract the flaps to 0° in 10° increments.
4. Establish a climb at V_y leveling off at the starting altitude.
5. Return to cruise flight per the Cruise procedure.

Emergency Descent

1. Complete clearing turns, either alternate 90° turns or one 180° (recommended) turn, using moderate bank.
2. Configure the aircraft during the last 90° of turn:
 Primer **Locked**
 Ignition **Both**
 Carburetor Heat **On**
 Throttle **Idle**
 Mixture **Adjusted per POH**
 Flaps **0°**
 Fuel Selector **Both**
3. Establish a descent at 100 KIAS, roll into a coordinated 30° to 45° bank and establish appropriate pitch to obtain desired airspeed.
***Note:** For training purposes, airspeed should not exceed 100 KIAS. However, in a true emergency descent, a higher airspeed (not to exceed V_{ne}) would be used.
 -If minimal stress on the airframe is required or if more drag is required, then the descent should incorporate the use of flaps (while keeping the speed below V_{fe}). (AFH 16-6)
4. Return to cruise flight per the Cruise procedure