

Steep Turns (4,000 MSL min)

- **CLEAR THE AREA**
 - Locate a suitable outside reference
 - Set heading and bug
 - Power 20" @ 2400rpm
 - 45 or 50 degrees of bank +/- 5 degrees
 - Two 360 degree turns, as directed
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Slow Flight (4,000 MSL min)

- **CLEAR THE AREA**
- Power 16"
- Mixture/Prop Forward
- Gear down below 150mph
- Flaps down below 130mph (incrementally)
- At 105mph, Power 19"-20" (hold altitude)
- Airspeed 95mph (min 90mph)
- Remember: pitch for IAS, power ALT

Slow Flight Recovery

- Add Power as needed
 - Maintain Altitude
 - Pitch for Blue Line
 - Clean Up - Flaps, Gear, Flaps
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Power Off Stall (4,000 MSL min)

- **CLEAR THE AREA**
- Power 16"
- Gear down below 150mph
- Flaps down below 130mph (incrementally)
- Mixture/Prop Forward below 110mph
- Establish a stabilized descent
- Power to idle at 100 mph
- Pitch attitude for landing
- Recover at 1st indication

Power Off Stall Recovery

- Pitch - nose just below the horizon
- Power – **Smoothly** apply Full Power
- Drag – FLAPS-GEAR-FLAPS
- Climb - Blue Line

Power On Stall (minimum 4,000 MSL)

- **CLEAR THE AREA**
- Clean configuration
- Power 16" MP Slow Down to 120
- Mixture/Prop Forward below 110mph
- Power 20" MP (simulated power on)
- Attitude - nose just above the horizon
- Recover at first indication

Power On Stall Recovery

- Pitch - nose just below the horizon
 - Power – **Smoothly apply** Full Power
 - Climb - Blue Line
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Accelerated Stall (4,000 MSL min)

- **CLEAR THE AREA**
 - Locate a suitable outside reference
 - Set heading and bug
 - Power idle or 16" @ 2400rpm
 - At 120 mph, 45 degree bank and apply back pressure smoothly to stall then recover
 - Pitch – nose just below horizon, wings level, smoothly apply Full Power
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(3,000 AGL minimum Alt
SKYVIEW at 4,000 AGL for safety.)

Vmc Demonstration (minimum 4,000' AGL)

• CLEAR THE AREA

- Reduce to 16"
- Flaps up, Gear up
- Critical engine – idle (guard the good)
- Right Engine – Max Power
- Slow to initial loss of control (1 MPH / sec)
(First Indication – stall light, warning, roll, yaw)
- Reduce Power - idle on the good (< Rudder)
- Pitch - blue line (108MPH)
- Full Power SMOOTHLY Right Eng at blue line
- Maintain airspeed & direction w/rudder

Drag Demo - for MEI Check-ride only (minimum 4,000' AGL)

• CLEAR THE AREA

- Power - full (smoothly)
- Mixture Prop Throttle - full (smoothly)
- Critical engine - idle "guard the good"
- Maintain airspeed & directional control
- Gear down below 150mph
- Flaps down below 130mph (incrementally)
- Maintain blue line - Note VSI
- Gear Up - Blue Line - Note VSI
- Flaps Up - Blue Line - Note VSI
- Sim Feather - 12" - Blue Line - Note VSI

Emergency Descent (Recover per DPE)

• CLEAR THE AREA

- Prop - full forward (Mixture, rich)
- Reduce both throttles to idle
- Drop - gear down (Below 150 MPH)
- Pitch for 130-140mph (don't overspeed)
- Bank away from the affected engine, 30-45 degrees

NOTE: Vle 150 BE95A, 165 D95A

NOTE: Va at Max Gross 160mph

Va at lower speeds will be less than 160mph

Vs speeds MPH			
Vr	85	Vmc	80
Vx *	90	Vxse	98
Vy *	110	Vyse	108
Va	160	Vsse	108
Vne	240	Vle	150
Vno	185	Vfe	130
Vso	70	*Increased from POH	

NOTE:

Vle 150 mph BE95A

Vle 165 D95A

(use 150 mph in training)

Engine Failure in Flight

- Maintain Directional Control
- Pitch for Blue-Line
- Mixtures, Props, Throttle (max)
- Flaps UP – Gear UP
- Identify (Dead Foot – Dead Engine)
- Verify (Cautiously Retard Dead)
- Feather dead engine prop

Secure if below 3,000 AGL

- Mixture

If above 3,000 AGL - Rectify

- Mixture, Fuel Pumps, Fuel Sel
- Ignition (Magnetos)
- Alternate Air
- Secure the Engine
- Checklist

Engine Failure on Runway

- "Abort - Abort - Abort"
 - Chop - power idle
 - Maintain directional control
 - Stop - apply brakes
 - Complete stop on runway
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