

POWER-ON STALL C-172N

Clearing Turns

Carburetor heat _____ON

Power _____REDUCE to ~1,000 RPM

Hold Altitude as you raise the nose

As Airspeed slows to 60 KIAS

Apply Full Power

(increase right rudder pressure to compensate for additional torque and P-factor)

Carb heat _____OFF

Hold nose pitch high

Control bank and heading with RUDDER

Keep ailerons neutral

Identify Stall _____Stall horn

_____Buffeting

____Wing or Nose Drop

RECOVER

Reduce angle of attack to break stall

Assure full power

SLOWLY raise nose to V_y

GOALS:

- Recognize the conditions that cause a stall.
- Develop HABITS to recover from stalls.
- Lose as little altitude as possible.

POWER-OFF STALL C-172N

Clearing Turns

Carburetor heat _____ON

Power _____REDUCE to ~1,000 RPM

Hold Altitude with pitch

Apply Full Flaps 10° at a time

Hold pitch up as airspeed slows

Control bank and heading with RUDDER

Keep ailerons neutral

Identify Stall _____Stall horn

_____Buffeting

____Wing or Nose Drop

RECOVER

Reduce angle of attack to break stall

Apply Full Power (rt. rudder for torque)

Carb heat _____OFF

Reduce flaps to 20°

SLOWLY raise nose to V_y

As airspeed increases reduce flaps to 10°

As airspeed reaches 65 KIAS reduce flaps to 0°
resume normal cruise when altitude is regained

GOALS:

- Recognize the conditions that cause a stall.
- Develop HABITS to recover from stalls.
- Lose as little altitude as possible.

MINIMUM CONTROLABLE AIRSPEED (MCA), or -SLOW FLIGHT- C172N

Clearing Turns

Carburetor heat _____ON

Power _____REDUCE to ~1,000 RPM

Hold Altitude with pitch

Apply Flaps 10° at a time to desired flap setting

As desired Slow Flight airspeed is reached INCREASE Power
(apply additional right rudder to compensate for torque and P-factor.)

-Now you are on the back side of the Power Curve -

Maintain Airspeed with _____PITCH

Maintain Altitude with _____POWER

RECOVERY

Apply Full power

Carburetor heat _____OFF

Slowly lower nose to increase Airspeed

Reduce flap setting to 20°

As airspeed increases reduce flaps to 10°

As airspeed reaches V_y reduce flaps to 0°

Re-establish normal cruise flight

Maintain Altitude with Pitch and Airspeed with Power

STEEP TURNS C-172N

Clearing Turns

Establish constant altitude and heading for entry

Make a coordinated roll in the direction of turn to a 45°
bank, (No steeper than 60°)

Apply full power passing through 30° bank

Stop roll with counter aileron deflection

Keep ball centered with rudder pressure

(usually in the direction of turn)

HOLD Altitude with HEAVY back pressure

Anticipate roll out at one-half your bank angle

(i.e. at 60° bank begin roll out 30° prior to entry heading.)

Make a coordinated roll back to level flight

Reduce back pressure as you roll out to keep level flight

GOALS:

- To gain understanding of the need for back pressure, to maintain level flight as bank increases.
- To develop the correct inputs for aircraft control in a bank.
- To become more comfortable with the airplane when it is in a bank.