

Student:_____Event:_____Date:_____

HDSET / -1 WX / NOTAMS / ORM / PUBS / NATOPS / ADB / FUEL PKT

A/C_____PARK_____O2_____FUEL_____Block:_____

ATIS:

Ground Ops				Takeoff			
TP				IAW NATOPS and FTI ±100', ±5°AOB, ±10 kts, roll out ±5°			
Slow Flight				IAW NATOPS and FTI +5/-0kts, ±100'			
DEC				IAW NATOPS and FTI, ±10° of heading, appropriate rudder use, no descent below initial altitude, airspeed never below 91 kts			
Approach to Stalls				Minimize altitude loss, Once approach to stall is stopped, avoid secondary approach to stall indications, Smooth controlled recovery STALL SPEEDS Flaps Up (0), 0 AOB CLEAN Flaps Approach (35), 30 AOB ATS Flaps Full (100), 0 AOB DIRTY			
PWR OFF Clean							
PWR ON Dirty							
PWR OFF Dirty							
ATS							
PWR ON ≤100fpm 90KTS ROD____ A/S____ Heading____		SSE ≤100fpm 91KTS ROD____ A/S____ Heading____		PWR OFF ≤500fpm 90KTS ROD____ A/S____ Heading____		IAW NATOPS and FTI Simulated impact wings level within ±20° ditch heading and +5/-0kts No flap 100kts	
LVL Speed Change				Full Stall			
				Emergency Descent +3 IAW NATOPS and FTI Maximum rate of descent for configuration Recovery IAW FTI at prescribed altitudes			
Misc C4101 O2 Mask Demo, power lever restriction, full stall demo C4102- Manual gear extension C4103- Windmilling and/or starter assisted airstart							

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Student:_____ Field:_____ ATIS:_____

Recovery:			Break: ±50 feet				
	Case	X-wind	Downwind	180	90	Final/TD	Winds
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
WaveoffSSE Waveoff:							
Abort: Verbalize ‘abort’ internally and on radio, Centerline ±25’							
VFR Pattern: +5/-0kts to threshold Altitude ±50’ all times		Landing: Touchdown <300 fpm Centerline ±10’ NFL Dual engine – threshold +5/-0 VREF FFL SSE – threshold +10/-0 Prescribed landing zone					

Tendencies/Recommendations:_____

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