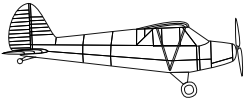
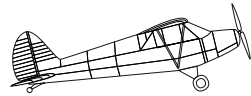


SLOW FLIGHT

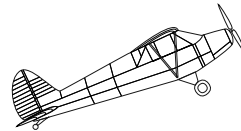
SLOW FLIGHT HELPS PILOTS GAIN A MASTERY OF MAKING CONSTANT SMALL ADJUSTMENTS IN PITCH, POWER AND FLIGHT CONTROL INPUTS TO ENSURE AIRCRAFT CONTROL EVEN IN LESS-STABLE REGIMES.



REDUCE POWER
GRADUALLY INCREASE AOA TO
MAINTAIN ALTITUDE

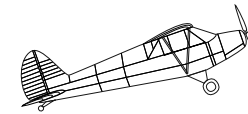


CONFIGURE ON-SCHEDULE
LANDING CONFIGURATION



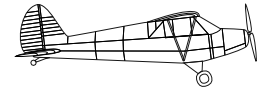
WHEN YOU ARE NEAR CRITICAL AOA,
ADD POWER TO MAINTAIN ALTITUDE

MAKE SMALL CORRECTIONS TO MAINTAIN
COORDINATION, ATTITUDE AND AOA.



TO RECOVER:

INCREASE POWER TO CLIMB/FULL
GRADUALLY DECREASE AOA TO
MAINTAIN ALTITUDE
CLEAN UP THE AIRPLANE ON SCHEDULE

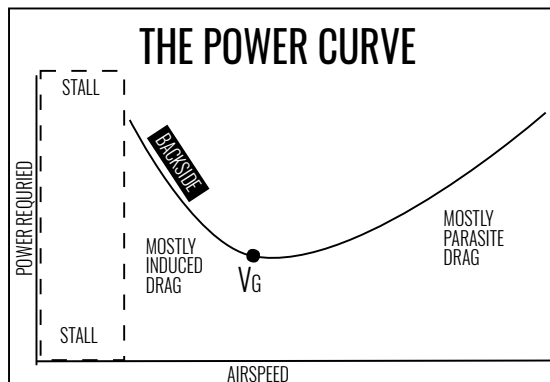


RETURN TO CRUISE FLIGHT

INDUCED DRAG IS KING

IN CRUISE, TOTAL DRAG INCREASES WITH SPEED BECAUSE THE DRAG IS MOSTLY PARASITE DRAG.

IN SLOW FLIGHT, TOTAL DRAG DECREASES WITH SPEED. THIS IS BECAUSE IN SLOW FLIGHT, MOST OF THE DRAG PRODUCED IS INDUCED DRAG.



TO TURN

- GO SLOW
- SMALL BANK ANGLE
- COORDINATE WITH RUDDER

TO CLIMB

- USE FULL, OR NEAR FULL, POWER
- DO NOT CHANGE THE PITCH
- ADD RIGHT RUDDER WITH INCREASED POWER

WE NEED EXCESS THRUST TO CLIMB

IN SLOW FLIGHT, OUR AOA IS, BY DEFINITION, VERY CLOSE TO CRITICAL.

THIS IS NOT AN ISSUE, BUT IT REQUIRES US TO THINK. IF WE WANT TO CLIMB, WE CAN'T DO IT BY INCREASING OUR AOA. WE NEED TO ADD POWER.

SLOPPY CONTROLS

IN SLOW FLIGHT THERE IS LESS AIRFLOW OVER THE CONTROL SURFACES. THIS MAKES THEM FEEL LOSE OR SLOPPY.

THINK ABOUT HOW IT FEELS TO TURN YOUR CAR ON THE FREEWAY VS. MAKING A SHARP TURN WHILE MOVING SLOW IN THE PARKING LOT.

TO DESCEND

- USE LITTLE POWER (~1500 RPM)
- LOWER THE NOSE TO ROUGHLY LEVEL