* **Airport and Seaplane Base Operations**
	+ Communications & Light Signals
		- Do good
	+ Traffic Patterns
		- Altitude +-100 feet
		- Airspeed +-10 knots
* **Takeoffs, Landings, and Go-Arounds**
	+ Normal Takeoff and Climb
		- Vy +10/-5 knots
	+ Normal Approach and Landing
		- 1.3 Vso +10/-5 knots
	+ Soft-Field Takeoff and Climb
		- Vx or Vy +10/-5 knots
	+ Soft-Field Approach and Landing
		- 1.3 Vso +10/-5 knots
	+ Short-Field Takeoff and Max Performance Climb
		- Vx then Vy +10/-5 knots
	+ Short-Field Approach and Landing
		- 1.3 Vso +10/-5 knots
		- Touch down -0/+200 feet from point
	+ Forward Slip to a Landing
		- Touch down -0/+400 from specified point
	+ Go Around
		- Vx or Vy +10/-5 knots
* **Performance and Ground Reference Maneuvers**
	+ Steep Turns
		- Altitude +-100 feet
		- Airspeed +-10 knots
		- 45°Bank +-5°
		- Roll out on entry heading +-10°
	+ Ground Reference Maneuvers
		- Altitude +-100 feet
		- Airspeed +-10 knots
* **Navigation**
	+ Pilotage and Dead Reckoning / Diversion
		- Altitude +-200 feet
		- Heading +-15°
	+ Lost Procedures
		- Figure it out
* **Slow Flight and Stalls**
	+ Slow Flight
		- Altitude +-100 feet
		- Heading +-10°
		- Airspeed +10/-0 knots
		- Bank +-10°
	+ Power-Off Stalls
		- Heading +-10° or Bank <20° +-10°
	+ Power-On Stalls
		- Heading +-10° or Bank <20° +-10°
* **Basic Instrument Maneuvers**
	+ Straight and Level Flight / Turns to Headings
		- Altitude +-200 feet
		- Heading +-20°
		- Airspeed +-10 knots
	+ Constant Airspeed Climbs / Constant Airspeed Descents
		- Altitude +-200 feet
		- Heading +-20°
		- Airspeed +-10 knots
	+ Navigation Systems & Radar Services
		- Altitude +-200 feet
		- Heading +-20°
		- Airspeed +-10 knots
	+ Recovery from Unusual Flight Attitudes
		- Don’t screw up
* **Emergency Operations**
	+ Emergency Descent
		- Bank Angle between 30° and 45°
		- Positive load factors
	+ Emergency Approach and Landing
		- Best Glide airspeed +-10 knots

**Slow Flight**

* Pre Maneuver Checklist
* Select visual reference
* Select altitude
* Power 1700 RPM
* Slowly add flaps to 40°
* Adjust power to hold altitude
* Adjust pitch to maintain desired speed
* Slow to stall warning horn – note speed
* Lower pitch to increase speed to turn off horn – note speed.
* Left turn to new heading reference
* Right turn back to original reference
* Climb 100’ – Descend 100’
* Return to cruise
	+ Full power
	+ Hold altitude and heading
	+ Slowly retract flaps, 1 notch at a time

**Power Off Stall**

* Pre Maneuver Checklist
* Select visual reference
* Select altitude to begin
* Power 1700 RPM
* Slowly add flaps to 40°
* Upon reaching 75 MPH, pitch for 75 MPH
* Only now do you not hold altitude
* Select runway altitude (200-300 feet below present)
* 50 feet above target
	+ Power to idle
	+ Pitch for flare
* Hold flare attiude
* Announce stall warning horn
* Announce actual stall
* Recover
	+ Pitch down & full power
	+ Raise nose to Vy attitude
	+ Slowly retract flaps, 1 notch at a time

**Power On Stall**

* Pre Maneuver Checklist
* Select visual reference
* Select altitude to begin
* Power 1700 RPM
* Upon reaching 65MPH
	+ Full power
	+ Pitch for nose high attitude
* Hold attitude as airspeed decreases
* Announce stall warning horn
* Announce actual stall
* Recover
	+ Pitch down
	+ Raise nose to Vy attitude

**Steep Turns**

* Pre Maneuver Checklist
* Select visual reference
* Select altitude
* Select airspeed (suggest 100 MPH)
* Bank 45°
* Add approximately 200 RPM
* Suggest nose up trim – 2 full motions
* Roll out on original heading
* Immediately begin turn in opposite direction
* There should be no pause at wings level
* When rolling from one direction to the other
	+ Remember you have lots of trim
	+ Push yolk forward to hold altitude
	+ You also have extra RPM
		- Reduce RPM in transition
		- Return RPM once established in new direction
* When rolling out after both directions
	+ Trim for cruise
	+ Adjust power to maintain desired airspeed.