

PRE-MANEUVER FLOW

1. CLEARING TURNS
2. FULLEST TANK
3. FUEL PUMP ON
4. MIXTURE RICH
5. GAUGES GREEN
6. LANDING LIGHT ON

V SPEEDS

- | | |
|-------------------|--------------------|
| $V_R = 70$ kts | $V_{S0} = 56$ kts |
| $V_X = 75$ kts | $V_{S1} = 65$ kts |
| $V_Y = 95$ kts | $V_A = 130$ kts |
| $V_{BG} = 70$ kts | $V_{APP} = 75$ kts |

SHORT TAKEOFF

1. FLAPS 50%
2. FULL RUNWAY
3. HOLD BRAKES
4. ROTATE 65
5. CLIMB V_X
6. OBSTACLE 100ft
7. CLIMB V_Y
8. RETRACT FLAPS

SHORT LANDING

1. FLAPS 100%
2. V_{APP} 75
3. AIMING POINT
4. TOUCH DOWN PT
5. LAND ON SPOT
6. AIR BRAKES
7. FLAPS 0
8. MAX BRAKING

SLOW FLIGHT (3K)

5. POWER 25%
6. FLAPS 100%
7. FLY 60-65 kts

SOFT TAKEOFF

1. FLAPS 50%
2. CONTROLS BACK
3. DON'T STOP
4. ROTATE WHEN V_Z
5. GROUND EFFECT
6. ACCEL TO V_X
7. CLIMB $V_X \rightarrow V_Y$
8. RETRACT FLAPS

SOFT LANDING

1. FLAPS 100%
2. V_{APP} 75
3. IDLE IN GND EFF
4. SOFT LANDING
5. CONTROLS BACK
6. DON'T STOP

PWR OFF STALL (3K)

1. POWER 25%
2. LEVEL TO 75 kts
3. DESCEND TO "RWY"
4. FLAPS 50, THEN 100
5. STALL (PITCH 5-7.5)
6. FULL PWR/NOSE DN
7. ARREST DESCENT
8. FLAPS 50%
9. CLIMB V_X
10. CLIMB 85, FLAPS 0
11. CLIMB V_Y

S-TURNS / TURNS AROUND PT (600-1000 FT; LIMIT 30 bank)

1. POWER 50%
2. ENTER ON DOWNWIND
3. STEEP ON DOWNWIND

STEEP TURNS

1. POWER 60%
2. FLY 120 kts
3. INCREASE POWER 5%, PITCH 2.5

EMERGENCY DESCENT (Recover >1,500 FT)

1. POWER IDLE
2. ACCELERATE TO V_{NE}
3. PREPARE FOR CRASH LANDING

PWR ON STALL (3K)

1. POWER 25%
2. LEVEL TO 75 kts
3. FLAPS 50%
4. AT 70, POWER 65%
5. STALL
6. FULL PWR/NOSE DN
7. ARREST DESCENT
8. CLIMB V_X
9. CLIMB 85, FLAPS 0

CIRRUS SR20 **G2**

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