

# Cessna 172S Maneuvers --- Quick Reference Sheet

## Commercial

### Steep Turns

1. Note heading (outside reference point) and altitude
2. Establish airspeed at 95 kts
3. Roll into a 50-60° bank turn
4. Back pressure and power to maintain altitude and airspeed
5. Continuous scan (out front, VSI, altimeter, airspeed indicator)
6. Lead rollout for heading by 20°
7. Reduce power and pitch as necessary to maintain altitude and airspeed
8. Roll immediately into a 50-60° bank turn opposite direction.
9. Back pressure and power to maintain altitude and airspeed
10. Continuous scan (out front, VSI, altimeter, airspeed indicator)
11. Lead rollout by 20° to initial heading  $\pm 10^\circ$

### Steep Spirals

1. Power to idle
2. Maintain level flight until 68 kts
3. Roll into 45° abeam selected point – downwind heading
4. Vary bank as necessary to maintain distance from point.
5. Clear engine on upwind heading
6. Roll out and recover to level flight on entry heading after 3 circles, 1080° of turn, at least 1000' AGL

### Chandelles

1. Airspeed 105 kts
2. Roll into 30° bank advance full power
3. Maintain 30° bank while increasing pitch to maximum during first 90° of turn.
4. Smoothly roll out while maintaining pitch to arrive at 180° of turn just above stall speed.

### Lazy 8's

1. Entry speed 105 kts approx 2300 rpm
2. Smoothly increase pitch and bank together to reach maximum pitch up and ½ maximum bank at 45° of turn.
3. Continue to increase bank while starting to decrease pitch to attain maximum bank and minimum airspeed while pitch transitions through level flight at 90° of turn.
4. Decrease bank while simultaneously continuing to decrease pitch to reach maximum pitch down and ½ maximum bank at 135° of turn.
5. Continue to decrease bank while increasing pitch to arrive at 180°  $\pm 10^\circ$  of entry heading, entry altitude  $\pm 100'$   $\pm 10$  knots of entry airspeed.
6. Repeat in turn to the opposite direction

### Accelerated Stall

1. Power to 1500 rpm
2. Maintain altitude while slowing to 90 KIAS
3. Roll into level 45° bank turn.
4. Maintain level flight while decelerating
5. At approximately 70 KIAS firmly increase back-pressure to induce stall

### Recovery

1. Full Power
2. Release back pressure
3. Level wings with coordinated rudder & aileron
4. Establish  $V_y$  pitch attitude
5. Stabilize climbout at  $V_y$  (74 kts.)
6. Level off as briefed

### GROUND REFERENCE MANEUVERS

#### 8's on pylons

1. Entry speed 95 kts, altitude approximately 1000' AGL
2. Select pylons
3. Enter 45° downwind between pylons
4. Abeam first pylon roll to put reference line on the pylon
5. Vary pitch as required to maintain pivotal altitude/reference line on pylon
6. Approaching 90° from entry heading scan for second pylon
7. Rollout to cross midpoint between the pylons with wind correction angle
8. Abeam second pylon roll to put reference line on the pylon
9. Vary pitch as required to maintain pivotal altitude/reference line on pylon
10. Roll out on entry heading

### TRAFFIC PATTERN

#### 180° Power off accuracy landing

1. Downwind leg no more than 1000' AGL
2. Power to idle abeam desired touchdown point – 1000' marker
3. Pitch for best glide 68 kts.
4. Turn toward touchdown point
5. Extend flaps when touchdown is assured  
Slip may be used as necessary – Do not use full rudder deflection on slip if more than 20° of flaps are extended