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# Slow Flight

## Cliff Notes<sup>1</sup>

First set up for the maneuver by doing The 3 C's...

**CLIMB:** *Select an entry altitude that will allow the Task to be completed no lower than 1,500 feet AGL (ASEL, ASES) or 3,000 feet AGL (AMEL, AMES).*

**CONFIGURE:** *As specified by examiner. Usually configured for landing.*

**CLEAR:** *For traffic as needed, including below you.*

## HOW TO DO IT<sup>2</sup>

✓ Specified **altitude (+/- 50' Commercial, +/- 100' Private)**

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<sup>1</sup> ACS Task VII. A. See also the FAA Airplane Flying Handbook, available online.

<sup>2</sup> **Bold print represents ACS standards that must be met**



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- ✓ Specified **heading (+/- 10° Commercial & Private)**
- ✓ Minimum controllable **airspeed (+5/-0 kts Commercial, +10/-0 kts Private)**
  - Trim for speed at which any further increase in angle of attack, increase in load factor, or reduction in power, would result in a stall warning (e.g., aircraft buffet, stall horn, etc.).
- ✓ Specified angle of **bank (+/- 5° Commercial, +/- 10° Private)**
- ✓ Notice cues-
  - Air noise, engine noise
  - Pitch sight picture different
  - Controls are mushy
- ✓ Takes more power to fly slower
- ✓ Lots of right rudder required
- ✓ Turns- add a little back pressure, a little power
- ✓ Any load factor will result in stall warning (avoid)