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# Steep Turns

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

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

**CLIMB:** *Suggested altitude at least 1500' AGL single-engine, or 3000' AGL multi-engine*

**CONFIGURE:** *For cruise flight, or in accordance with POH/AFM. Most airplanes will have flaps & gear retracted, cowl flaps closed, mixture leaned for cruise, and power set for  $V_a$*

**CLEAR:** *For traffic as needed, considering rapid heading changes*

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

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<sup>1</sup> ACS Task V. 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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- ✓ Roll into **bank (50° +/- 5° Commercial, 45° +/- 5° Private)**
  - Add back pressure to maintain **altitude (+/- 100' Commercial & Private)**
  - Add power to maintain **airspeed (+/- 10 kts Commercial & Private)**
  - Turn 360°, followed immediately by 360° turn in opposite direction
- ✓ Coordinated flight
  - Correct for overbanking tendency
- ✓ Don't stare at any one thing- keep scan going
  - Sight picture over the nose for pitch & bank  
Looks different to left than to the right in airplanes with side-by-side seating
  - Glance at altitude, heading & airspeed, eyes back outside to apply needed corrections, repeat
- ✓ Small corrections early
  - Small changes in bank & pitch to correct climbing or descending
- ✓ Rollout timed so that wings reach level when exactly on entry **heading (+/- 10° Commercial & Private)**
  - Lead by ½ the bank angle (25° lead for bank of 50°)



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- Relax back pressure & reduce power to maintain entry altitude & airspeed