PROCEDURES

FUJI FA-200 (PH-LFC)

VERSION 20200710 Revision 0 ©2020

ENGLISH VERSION

These procedures are applicable to PH-LFC

Wings over Holland

info@wingsoverholland.nl

Contents

General information

Basic information Fuji

Speeds

V_{S1}	55 kts
V_{SO}	44 kts
$V_{X\ (FLAPS\ POSITION\ 1)}$	70 kts
$V_{Y\ (FLAPS\ POSITION\ 1)}$	75 kts
V_{Y}	80 kts
$V_{BEST\ GLIDE\ (FLAPS\ UP)}$	80 kts
$V_{BEST\ GLIDE\ (FLAPS\ T/O)}$	74 kts
$V_{FE\ POSITION\ 1}$	121 kts
$V_{FE\ POSITION\ 2\ \&\ 3}$	103 kts
V_{NE}	145 kts
V_{BG}	80 kts

Max crosswind 15 kts

Normal landing:

Downwind	90 kts (Flaps position 1)
Base	80 kts (Flaps position 2)
Final	70 kts (Flaps position 3)

Flapless landing:

Downwind	90 kts
Base	85 kts
Final	75 kts

Mass and Balance

Basic empty weight		681 kg	(1498 lbs)
Full fuel (197 ltr)		142 kg	(312 lbs)
Max baggage		20 kg	(44 lbs)
Max T/O weight	- Normal category	1061 kg	(2335 lbs)
	- Utility category	971 kg	(2137 lbs)
	- Aerobatic category	882 kg	(1940lbs)

Power settings

2300 RPM	±85 kts
2400 RPM	±95 kts

Fuel and fuel use

?
?
?

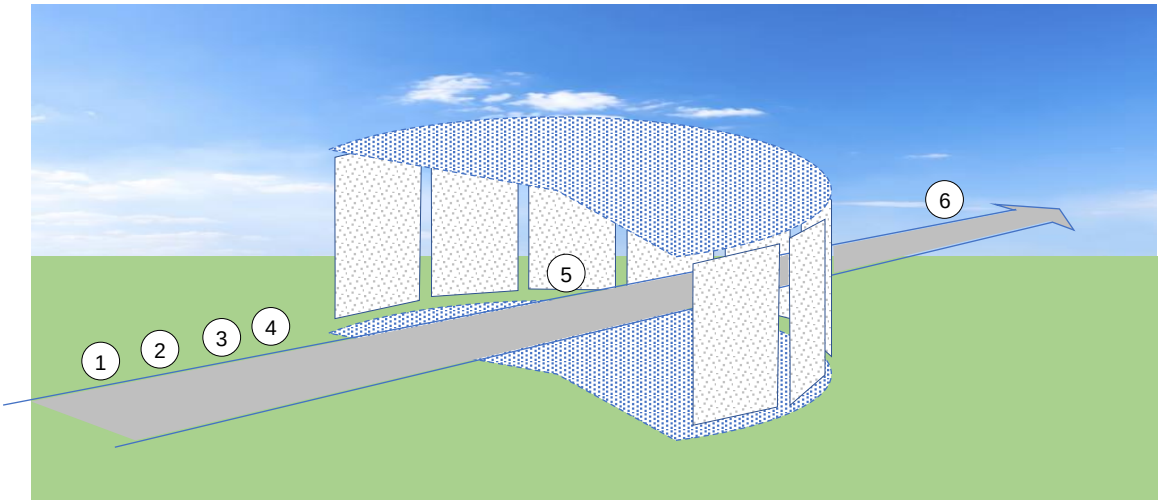
Procedures

Straight and level flight (SLF)

(1) Attitude for SLF
(2) Wings level, balanced with rudder, PIDV
(3) Propeller 2400 RPM, ±95 kts
(4) Trim
(5) Scan flow for SLF
    a. Lookout in sectors (See Figure 1)
    b. Check attitude versus horizon
    c. Quick scan inside (Altimeter, Airspeed indicator, Slip ball, etc.)
(6) Approx. every 10 min, engine instruments and fuel check

Figure 1

LOOKOUT TECHNIQUE
(SCAN FLOW)

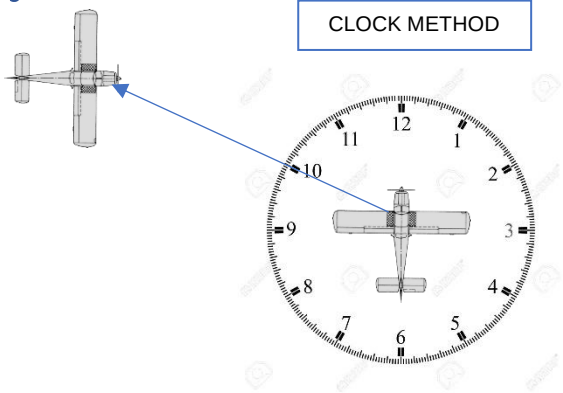


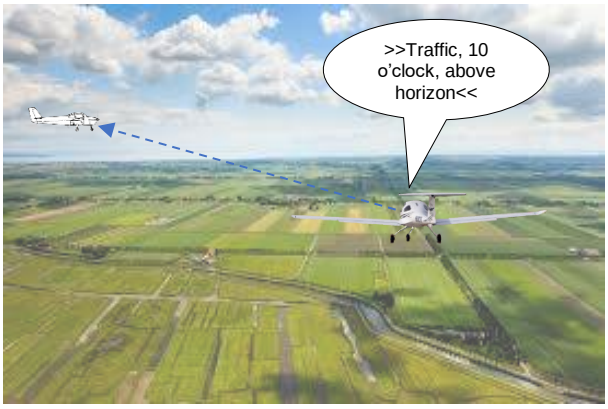
Reporting other aircraft

During the lookout you might observe another aircraft. This shall be reported immediately by stating: "*Traffic, 10 o'clock, above horizon*". The clock method is used to report the aircraft including its relative position related to the natural horizon.

Figure 2

CLOCK METHOD





Transition to Climb

(1) Check engine instruments
(2) Lookout
(3) Attitude for climb
(4) Speed will decrease
(5) Approaching 80 kts, power max RPM
(6) Wings level, balanced with rudder, PIDV
(7) Trim
(8) Lookout turns every 500ft (15° AOB, heading change 30° left/right)

Figure 3

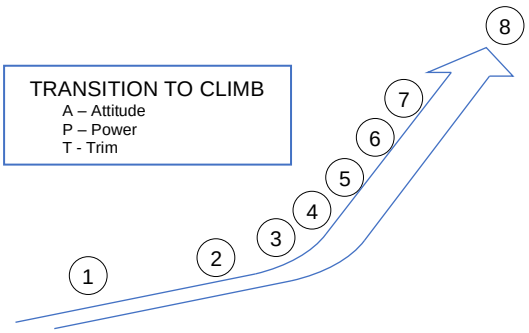
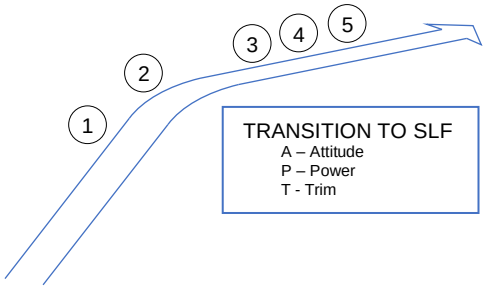


Figure 4



Level off after climb

(1) 20ft prior altitude, slowly lower nose to attitude for SLF at ±95 kts
(2) Speed will increase to ±95 kts
(3) Power 2400 RPM, ±95 kts
(4) Wings level, balanced with rudder, PIDV
(5) Trim

Transition to descent

(1) Check engine instruments
(2) CVV HOT
(3) Lookout
(4) Power reduce between 1300-1800 RPM (every 100 RPM equals ±100 ft/min additional ROD)
(5) Simultaneously lower nose to descent attitude maintaining 95 kts
(6) Wings level, balanced with rudder, PIDV
(7) Trim

Figure 5

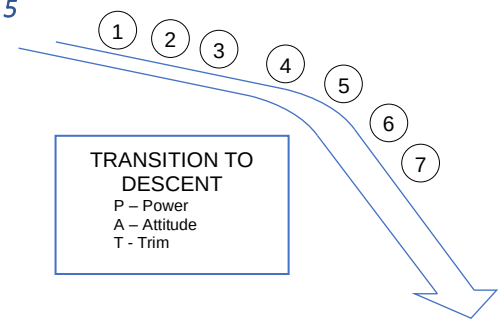
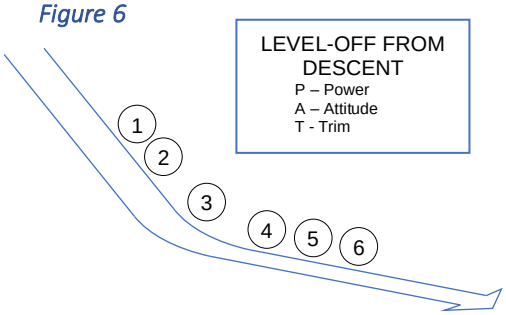


Figure 6



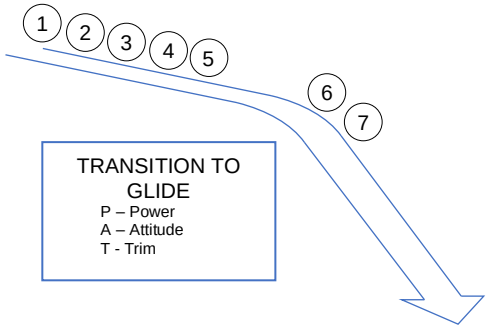
Level off after descent

(1) 50ft prior altitude – CVV COLD
(2) 20ft prior altitude – power 2400 RPM,
(3) Attitude for SLF
(4) Maintain 95 kts
(5) Wings level, balanced with rudder, PIDV
(6) Trim

Transition to glide

(1) Check engine instruments
(2) CVV HOT
(3) Lookout
(4) Slowly reduce power to idle, balanced with rudder, PIDV
(5) Maintain level, slowly increase AOA
(6) Approaching 80 kts, attitude for glide
(7) Wings level, balanced with rudder, PIDV, Trim

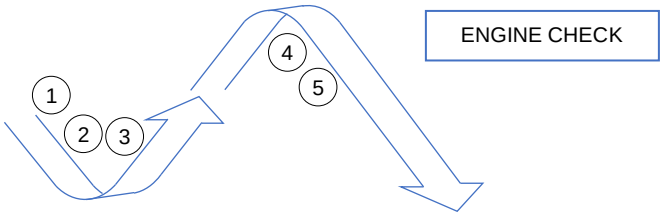
Figure 7



Engine check during glide

(1) Check engine instruments
(2) Slowly full power, balanced with rudder, PIDV
(3) Simultaneously attitude for glide, maintain 80 kts
(4) After 3-5 sec power reduce to idle, balanced with rudder, PIDV, simultaneously attitude for glide
(5) Continue glide

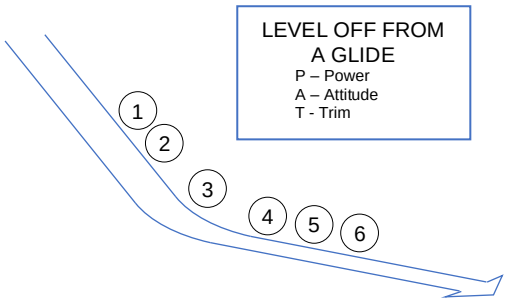
Figure 8



Level off from glide

(1) 100ft prior altitude, CVV COLD, power 2400 RPM",
(2) Maintain attitude for glide, speed will increase
(3) 20ft prior altitude, attitude for SLF
(4) Speed ±95 kts
(5) Wings level, balanced with rudder, PIDV
(6) Trim

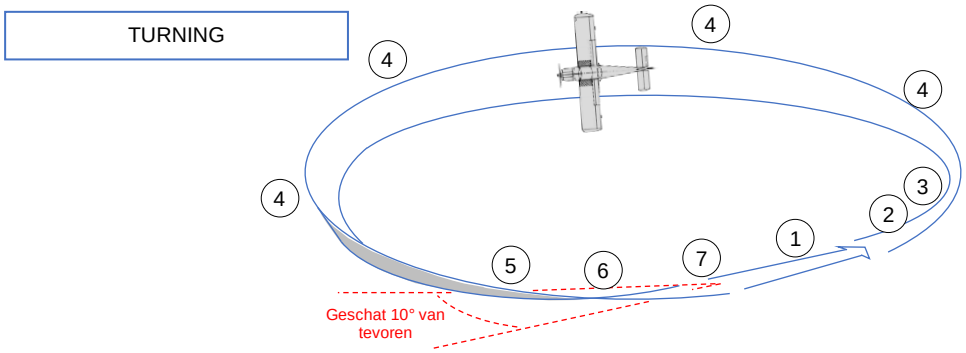
Figure 9



Turning

(1) Lookout
(2) Roll 30° AOB
(3) Balanced with rudder
(4) Lookout into the direction of the turn and check:
    a. 30° AOB, slip indicator
    b. Attitude, altitude
    c. Instruments (altimeter, VVI, speed ±90 kts)
(5) 10° prior PIDV/heading roll out
(6) Balanced with rudder
(7) Wings level, balanced with rudder, PIDV, 95 kts

Figure 10



Climbing turn

- Lookout
- Roll max 15° AOB
- Balanced with rudder
- Lookout and check:
    - AOB 15°, slip indicator
    - Attitude
    - Instruments (approaching altitude, speed 80 kts)
- 5° prior PIDV, roll out
- Balanced with rudder
- Wings level, balanced with rudder, 80 kts

Descending turn

- Lookout
- Roll 30° AOB
- Balanced with rudder
- Lookout and check:
    - AOB 30°, slip indicator
    - Attitude
    - Instruments (approaching altitude, speed 95 kts)
- 10° prior PIDV, roll out
- Balanced with rudder
- Wings level, balanced with rudder, 95 kts

Steep turn

- Fuel booster pump ON
- Check engine instruments
- Lookout
- Roll 45° AOB
- Balanced with rudder
- Passing 30° AOB, full PWR
- Lookout and check:
    - 45° AOB, slip indicator
    - Attitude
    - Instruments (altimeter, VVI, speed ±95 kts)
- 20° prior PIDV, roll out
- Balanced with rudder
- When passing 30° AOB, reduce power to 2400 RPM”
- Wings level, balanced with rudder, ±95 kts
- Fuel booster pump OFF

Slow flight

- Check engine instruments, CVV HOT
- Lookout
- Power reduce to 1400 RPM
- Maintain level, slowly increase AOA
- Approaching 70 kts, power ±1800 RPM
- Wings level, balanced flight, 70 kts
- Trim
- Lookout and check:
    - Attitude, altitude
    - Balanced flight, PIDV
    - Speed 70 kts

Acceleration to 95 kts

- Full power
- CVV COLD
- Wings level, balanced with rudder, PIDV
- Slowly lower the nose to the attitude of SLF, maintain altitude
- Speed 95 kts
- Power reduce to 2400 RPM
- Trim

Maximum horizontal speed

- Check engine instruments, CVV COLD
- Lookout
- Full power
- Adjust attitude, maintain altitude
- Wings level, balanced with rudder, PIDV
- Trim

Deceleration to 95 kts

- Power reduce to 2400 RPM
- Attitude for SLF, speed reduces slowly
- Speed 95 kts reduce power to 2400 RPM
- Wings level, balanced with rudder, PIDV
- Trim

Extreme slow flight

- Check engine instruments, CVV HOT
- Lookout
- Power reduce to 1300 RPM
- Maintain level, slowly increase AOA, speed reduces
- Approaching 55 kts, power ±2400 RPM
- Wings level, balanced flight, 55 kts
- Trim
- Lookout and check:
    - Attitude, altitude
    - Balanced flight, PIDV
    - Speed 55 kts

If the stall warning comes on:

- Slightly lower the nose to increase speed with 5 kts, adjust power accordingly
- Trim
- Lookout and check:
    - Attitude, altitude
    - Balanced flight, PIDV
    - Speed 60 kts

Planning, crew briefing and checks for stalling exercises

The aim of exercising stalls is to create awareness during flight of the symptoms of the approaching stall. This enhances the pilot's response to the situation in order to prevent further development of the stall. However if the stall cannot be avoided, it is important to have the skills to recover the situation safely.

Prepare yourself and plan the exercise thoroughly prior starting the exercise.

- Crew briefing:
    - Type of stall
    - Altitude and direction to be maintained
    - Recovery procedures

- Inside checks:
    - Magneto's both
    - Fuel booster pump ON
    - CVV HOT
    - Fuel selector fullest tank
    - Check engine instruments
    - Safety belts fastened, no loose items

- Outside checks using APOS
    - **A**ltitude:
        - Full stalls to be recovered at 3000ft solo or 2000ft dual
        - Approach to stalls to be recovered at 2000ft solo of 1500ft dual
    - **P**osition, not above:
        - Open water (horizon)
        - Congested area's
        - Aerodromes or CTR's
        - Other traffic
        - Populated area's
        - 4/8 clouds or more
    - **O**rientation:
        - Check your position
        - Plan your direction away from points listed above
        - PIDV or landmark
    - **S**ky clear:
        - Lookout turns 2x 90° or
        - Lookout turn1x 180° (select new PIDV)

Checks after stalls

- Fuel booster pump OFF
- Flaps UP, Check CVV COLD, propeller 2400 RPM
- Check engine instruments
- Check orientation

Entry to full stall clean (no flaps)

- State clearly "*Starting the exercise*"
- Power idle
- Wings level, balanced with rudder, PIDV
- As speed decreases adjust attitude, maintain level, no trim
- Wings level, balanced with rudder, PIDV
- Start recovery when:
    - Nosed dip
    - Wing dip (initially use rudder, thereafter aileron)
    - High ROD and stick full aft

      (Whichever comes first)

Recovery from a full stall using power

- State clearly "*Recover*" and decrease AOA by setting attitude for the glide
- Full power, CVV COLD
- Minimum 70 kts, gently adjust the nose to climbing attitude (prevent secondary stall)
- Wings level, balanced with rudder, PIDV
- Adjust attitude for climb, 80 kts
- Climb back to initial altitude and resume SLF

Recovery from a full stall without power

- State clearly "*Recover*", decrease AOA, set attitude slightly lower than the glide
- Wings level, balanced with rudder, PIDV
- Adjust attitude for glide, 80 kts
- Trim

At any given altitude:

- Recover from glide at selected altitude (see level off from glide)

Full stall using flaps

- State clearly "*Starting the exercise*"
- Power idle
- Wings level, balanced with rudder, PIDV
- Prop full forward
- As speed decreases adjust attitude, maintain level no trim
- Wings level, balanced with rudder, PIDV
- Speed below 104 kts, select flaps in stages to required setting
- Mind ballooning effect! Maintain level flight
- Start recovery when:
    - Nosed dip
    - Wing dip (initially use rudder, thereafter aileron)
    - High ROD and stick full aft
      (Whichever comes first)

Recovery from a full stall with flaps using power

- State clearly "*Recover*" and decrease AOA by setting attitude for the glide
- Full power, CVV COLD
- Wings level, balanced with rudder, PIDV
- Select flaps position 2 then 1
- Adjust attitude for climb with flaps position 1, 70 kts
- Speed 70 kts, select flaps UP
- Climb (80 kts) back to initial altitude and resume SLF

Approach to stall in landing configuration (full flaps)

- State clearly “Starting the exercise”
- Reduce power to 1500 RPM,
- Wings level, balanced with rudder, PIDV
- As speed decreases adjust attitude, maintain level no trim
- Wings level, balanced with rudder, PIDV
- Speed below 104 kts, select flaps in stages
- Mind ballooning effect! Maintain level flight
- Start recovery when:
    - Stall warning
    - Buffet
    - 5 kts above stall speed with flaps
      (Whichever comes first)

Recovery from approach to stall with flaps using power

- State clearly “*Recover*” and decrease AOA by setting attitude just below SLF
- Full power, CVV COLD
- Wings level, balanced with rudder, PIDV
- Select flaps position 2 then 1
- Adjust attitude for climb with flaps position 1, 70 kts
- Speed 70 kts, select flaps UP
- Climb (80 kts) back to initial altitude and resume SLF

Approach to stall in descending turn in approach configuration

- Reduce power to 1300 RPM
- Wings level, balanced with rudder, PIDV
- Prop full forward
- As speed decreases adjust attitude, maintain level
- Speed below 104 kts, select flaps position 1
- Start descending turn with 20° AOB
- Slowly reduce power to idle and raise the nose
- Start recovery when:
    - Stall warning
    - Buffet
    - 5 kts above stall speed with flaps
      (Whichever comes first)

Recovery from approach to stall in descending turn

- State clearly "*Recover*" and decrease AOA by setting attitude for the descent
- Gently roll out, balanced with rudder
- Start go-around procedure

Approaching stall in climbing turn without flaps

- Start climbing turn with 15° AOB
- Gently increase the attitude, speed decreases slowly and maintain 15° AOB
- Start recovery when:
    - Stall warning
    - Buffet
    - 5 kts above stall speed
      (Whichever comes first)

Recovery from approach to stall in climbing turn

- State clearly "*Recover*" and decrease AOA by setting attitude for SLF
- Gently roll out from the turn
- Accelerate to 95 kts SLF

Normal take-off

Paved RWY >800m: flaps UP
Short field (<800m) or grass RWY: flaps position 1

- Before entering the RWY, check RWY, baseleg and final clear of traffic
- Line-up checks before or whilst passing the stop bar:
    - Check correct RWY in use
    - Flaps checked
- Align aircraft with centerline
- Check RWY direction with standby compass and gyro compass
- Check windsock, yoke into the wind
- PIDV (end of the RWY)
- Release brakes, heels on the floor, feet of the brakes
- Gently full power, maintain directional control with rudder, yoke into the wind
- Check airspeed 'alive' and engine instruments
- As airspeed increases, reduce yoke input, keep attitude parallel to the horizon
- Rotate at 60 kts, wings level, nose against horizon
- If necessary, compensate for drift and stay on (extended) centerline
- RWY out of view, new PIDV
- As speed increases:
    - 70 kts Flaps UP
    - 65 kts Flaps position 1
- 200ft Check/select flaps UP, 70 kts
- 500ft, propeller 2500 RPM
- Trim
- After leaving the circuit or CTR, after take-off checks:
    - Fuel booster pump OFF
    - Landing light OFF (if applicable)

Soft field take-off

- Maintain yoke fully aft during taxi
- Perform a rolling take-off
- When speed increases, release backpressure
- Aircraft will fly 'itself' of the ground
- Accelerate within ground effect
- 65 kts, climbing attitude
- Continue as a normal take-off

Rejected take-off

If something occurs during the take-off and safe flight is no longer possible or safe, aborting the take-off normally is the best option.

- State clearly "*Reject!*" or "*Stop!*"
- Power idle, directional control with rudder and maintain on centerline
- Gently apply brakes
- Inform ATC

Obstacle clearance take-off

Sometimes the local situations may require an 'obstacle clearance take-off. Prior take-off consider what your action will be in case of engine failure, loss of engine power, reduced visibility due to nose high attitude, local circumstances, etc. If the decision is made to perform an obstacle clearance take-off, proceed as follows:

- Select flaps position 1
- Feet on the brakes, full power, check engine instruments
- Brakes release, directional control with rudder
- Gently rotate at 55 kts
- Initial climb with 60 kts
- When clear of obstacles: slightly lower the nose and accelerate to 70 kts
- Continue as a normal take-off

Engine failure after take-off

The aim of this exercise is to prepare the pilot for an engine failure shortly after take-off. In this exercise the instructor will gently power idle clearly stating "*simulated engine failure!*" You will be trained to act accordingly as if it is a real engine failure.

WARNING

This exercise is a simulation! NO actual setting of switches or handles will take place (*touch-drill only!*)

- Immediately set attitude for the glide, 80 kts
- Select a suitable landing area preferably 30° left / right of the nose
- Use shallow bank angles to avoid obstacles
- If time permits, perform emergency drill (touch drill only!):
    - Booster pump ON
    - Magneto's both
    - CVV HOT
    - Fuel change tank
    - Fuel sufficient
- Perform glide using (full) flaps, if necessary

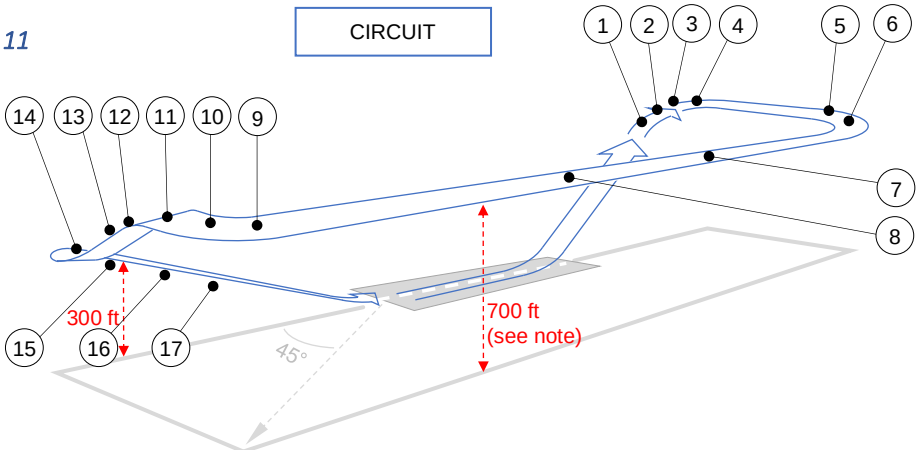
The instructor will end the exercise stating clearly "*Go-around*".

Circuit

(1) After take-off climb to circuit altitude and level off
    - When the possibility exists that you will cross the circuit area boundaries, start your turn to crosswind leg while climbing. Not below 500ft

(2) At circuit altitude, reduce power to 2300 RPM, ±85 kts
(3) Trim
(4) Lookout, turn to crosswind (if not already)
(5) Lookout, turn to downwind
(6) Continuously check on downwind, 'HARS':
    - 'Hoogte' check
    - 'Afstand' to the RWY
    - 'Richting' parallel to the RWY
    - 'Snelheid' 80 kts
(7) Lookout for incoming traffic
(8) Downwind checks:
    - Magneto's both
    - Master switch ON
    - Fuel booster pump ON
    - Landing light as required
    - CVV HOT
    - Fuel selector fullest tank
    - Engine instruments and fuel
    - Brakes checked, safety belts fasten, no loose equipment
    - Flaps position 1 (balloon effect, trim)
(9) Threshold at a 45° angle behind the wing, turn to baseleg (see note)
(10) Reduce power to 1600 RPM
(11) Flaps position 2
(12) Speed 80 kts
(13) Trim
(14) ±20° before extended centerline, turn to final 20° AOB (max 30°)
(15) Roll out on centerline
(16) Final checks:
    - Flaps position 3
    - Speed 70 kts
(17) Lookout

Figure 11

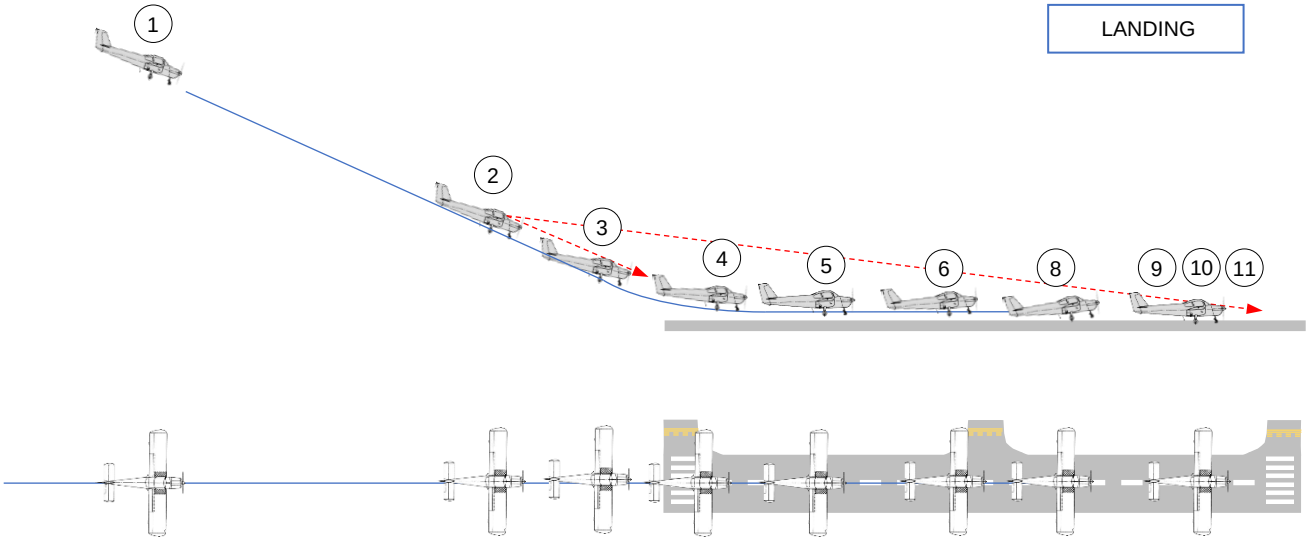


Note: standard circuits are flown at 700ft. When circuit is flown at 500ft, delay power reduction and flap selection to mid baseleg.

Normal landing

(1) Aircraft positioned on glide path
(2) Approaching the threshold, shift aim point towards the end of the RWY
(3) When overflying the threshold reduce rate of descent (round out)
(4) Fly at ±1m horizontally over the RWY while slowly retarding the power to idle
(5) Use aileron to stay over the centerline and rudder to align the aircraft with the centerline
(6) As speed decreases slowly increase the attitude (flare)
(7) Land the aircraft gently on the main wheels first
(8) Aileron into the wind to maintain level attitude
(9) After touch down maintain pitch attitude. Speed will decrease further and nose wheel will touch shortly thereafter. Aileron into the wind
(10) Use brakes as required
(11) Stop aircraft after passing stop bar and perform after landing checks

Figure 12



WARNING

Excessive braking will damage the tyres or even worse, may lead to blown tyres. It clearly demonstrates poor judgement when excessive braking used to leave the RWY at the first available exit as the aircraft might come to a complete stop on the RWY with a flat tyre!

Flapless landing

- Fly a standard circuit
- Reduce power to 1600 RPM turn to baseleg
- On baseleg 85 kts and trim
- Turn to final, increase attitude slightly to obtain 75 kts
  Attitude on final will be slightly higher than with the normal landing
- Minimum flare during round out

Soft field landing

An unpaved RWY produces more drag than a paved RWY. When the main wheels touch the ground the aircraft has the tendency to slow down immediately resulting in a rapid nose drop. To prevent this nose drop keep the landing attitude as long as possible.

- Fly a standard circuit
- After touch down keep the nose of the ground as long as possible
- After landing during taxi yoke full aft

Short field landing

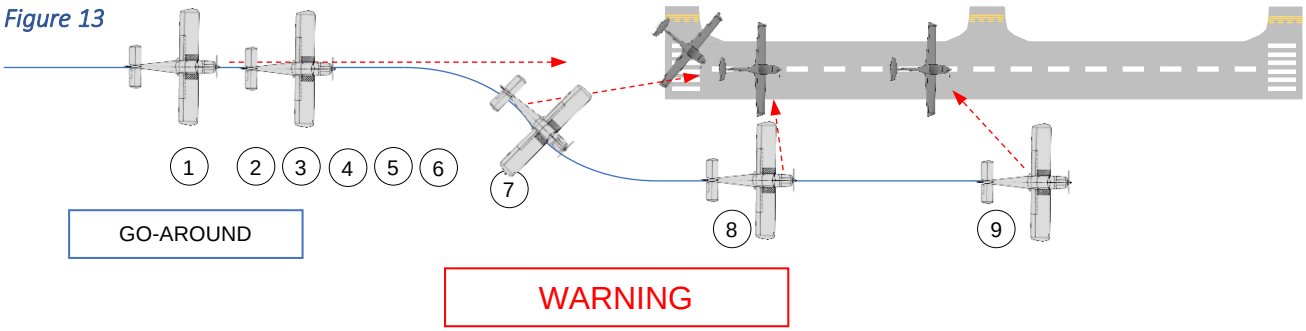
- Fly a standard circuit
- When on final, select flaps position 3
- Reduce power to 1400 RPM
- Position the aircraft on glide path and aim slightly in front of the threshold
- Set attitude for 60 – 65 kts, adjust power to maintain glide path
- Perform a normal landing
- After landing, flaps UP, brakes as required

Go-around or wave-off

Circuit flying requires a proper judgement and good flying skills. The possibility exists that the RWY is obstructed or you are unable to establish yourself on a stabilized final. In such cases a safe landing is no longer guaranteed. It is good airmanship to break of the landing and perform a go-around or wave-off. Proceed as follows:

(1) Clearly state "*Go-around!*"
(2) Gently full power, CVV COLD
(3) Adjust the nose to climbing attitude, no more sink rate
(4) Speed >60 kts, flaps Position 2 then 1
(5) Accelerate to 70 kts
(6) >200ft flaps up, 80 kts
(7) Gently turn to the 'dead side' of the RWY
(8) Proceed as a normal take-off
(9) Lookout for conflicting traffic

Figure 13



WARNING

During the go-around conflicting traffic might disappear behind the wing. Try to avoid this!

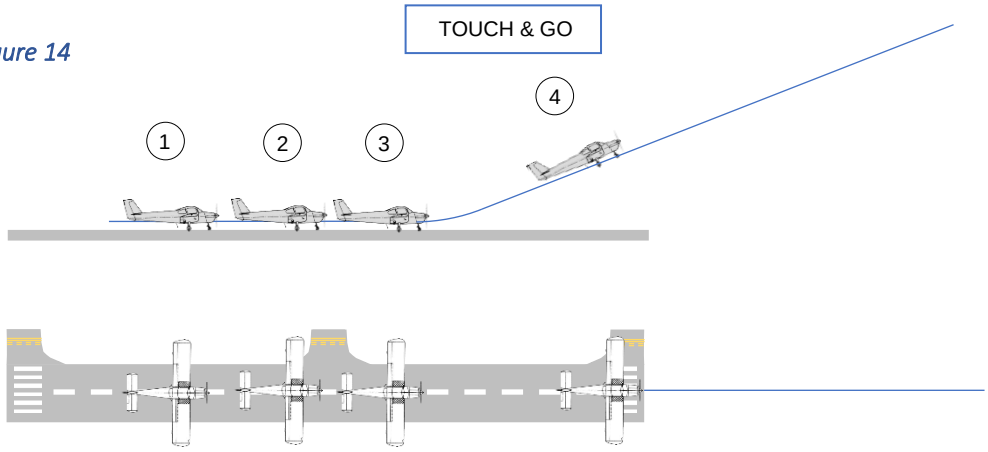
Touch & Go

During landing training more than one circuit will be practiced. Therefore a touch & go might be required to continue for the next circuit. Proceed as follows:

After nose wheel touches the RWY:

(1) Select flaps UP and CVV COLD maintaining on centerline
(2) Gently full power
(3) Rotate at minimum 60 kts
(4) Continue as normal take-off

Figure 14



Considerations

Circuit flying not only requires co-ordination and flying skills, it also requires good airmanship to make the right decisions at the right moment. To give some guidance in your decision making, consider the following:

- Before flight and/or before entering a CTR (or circuit area) consider the effect of wind in relation to correction angles
- Listen carefully to R/T and try to build up a mental air picture to enhance your lookout for other traffic
- When wind gusts are reported by ATC, increase final speed with 'half the gusts'. Example: Wind reported 250 with 10 knots gust 18. Calculate as follows: 18 – 10 = 8, 8 : 2 = 4. Add 4 knots to your final speed.
- During turbulent weather conditions, increase final speed with 5 kts
- When wind direction and speed are at the maximum demonstrated x-wind, consider landing with flaps position 2 or less, using final speed for a flapless landing
- When performing touch & go's on short field or unpaved RWY's, select full power and CVV COLD prior selecting flaps UP or position 1

Emergency landing

In this exercise the instructor will gently reduce power to idle clearly stating "*simulated engine failure!*" You will be trained to act accordingly as if it is a real engine failure.

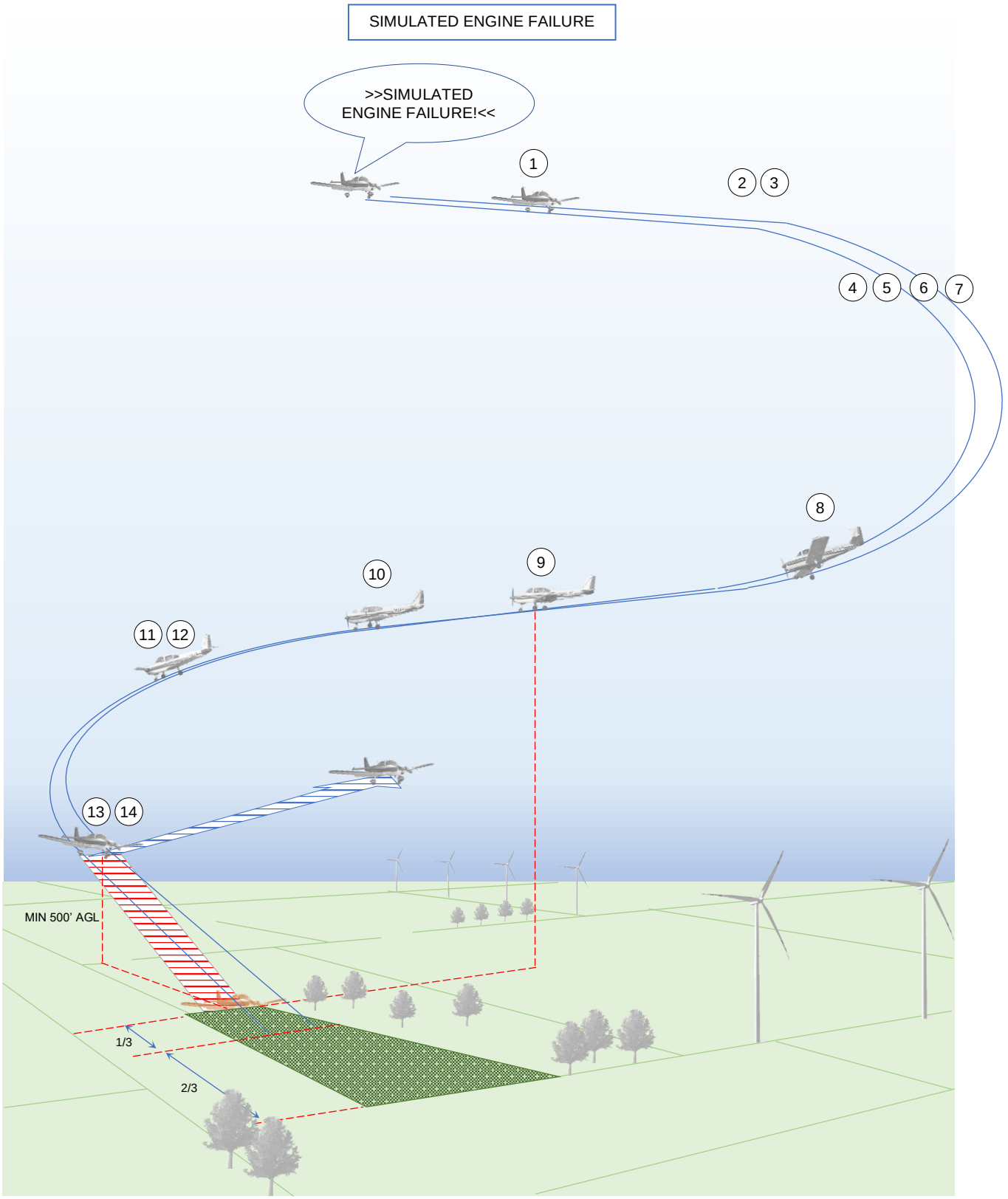
WARNING

This exercise is a simulation! NO actual setting of switches or handles will take place unless they are part of standard operations such as the 'short procedure'.

(1) Maintain level flight as long as possible until speed reaches 80 kts
(2) Attitude for glide, wings level, balanced with rudder, TRIM!
(3) Check wind direction - select suitable landing area into the wind and make a PLAN! Plan a flight path by either turning to downwind, baseleg or straight final
   - >1500ft downwind including 1000ft point
   - <1500ft direct base
   - <700ft direct final
(4) Perform memory items for engine failure in flight (short procedure)
   - Magneto's ..... BOTH
   - Master switch..... ON
   - Fuel booster pump ..... ON
   - Mixture ..... RICH
   - CVV ..... HOT
   - Fuel selector..... OTHER TANK
   - Check engine instruments and fuel
(5) Select a 1000ft point as a planning reference abeam beginning of the selected field
(6) (if time permits) Mayday call, ELT manual ON, transponder code 7700
(7) Check:
   - Attitude / speed 80 kts, trim
   - Balanced flight
   - Plan / Altitude passing
(8) Perform memory items for engine failure in flight (touch drill only!):
   - Magneto's ..... LEFT / RIGHT / BOTH / START
   - Mixture ..... CYCLE CUT-OFF / RICH
   - CVV ..... CYCLE COLD / HOT
   - Fuel selector..... CYCLE LEFT / RIGHT
(9) Fly to a downwind position preferably parallel to the field towards 1000' point, turn to base
(10) Aimpoint at 1/3 of the selected field
(11) When landing assured - flaps take-off
(12) Aim for a full flap landing, speed 55 -60 kts
(13) After full flap selection shift aimpoint to beginning of the field
(14) At minimum allowed altitude – GO-AROUND

When committed, perform crash drill and perform soft field landing (touch drill only!):
   - Magneto's .....OFF
   - Battery master .....OFF
   - Fuel selector.....CLOSE
   - Power.....FULL OPEN
   - Safety belts.....FASTENED

Figure 15



Precautionary landing

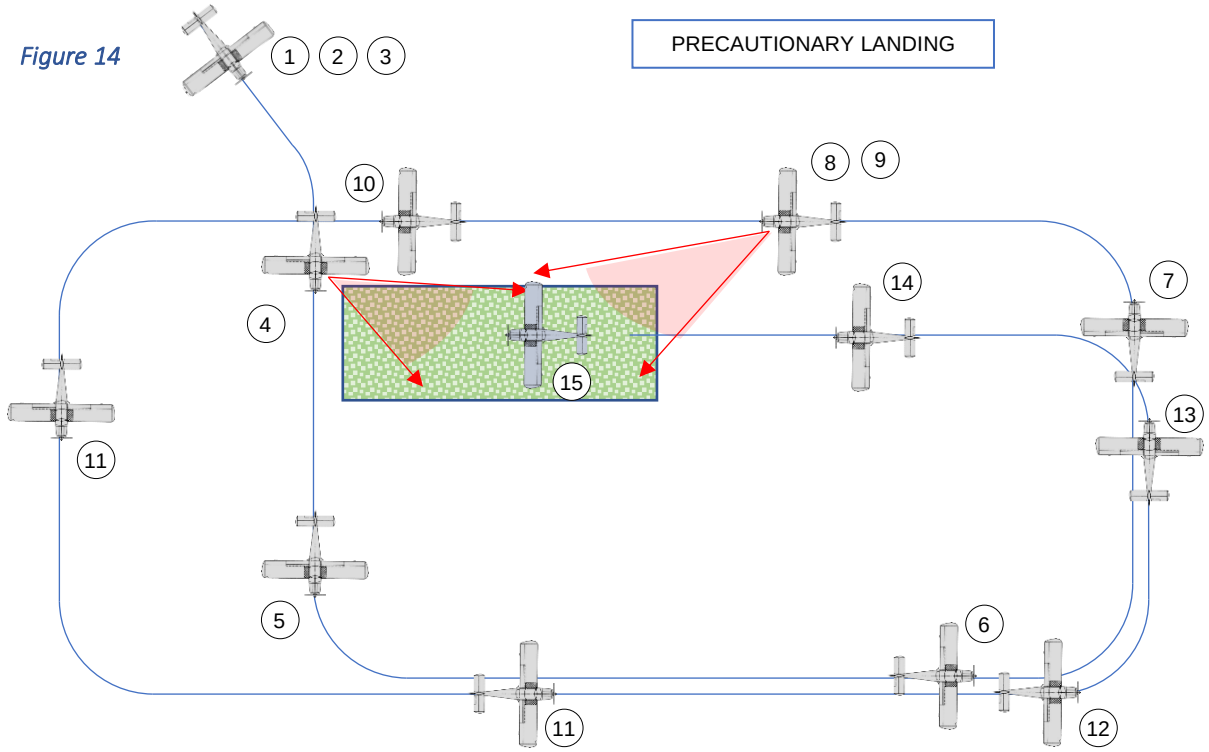
This procedure is applicable when (limited) engine power is still available and a destination or alternate destination is no longer an option. Immediately inform ATC (PAN PAN call) with your intentions. Proceed as follows:

(1) Select suitable landing area

Try to maintain field in sight throughout entire procedure!

(2) Descent to 500ft speed 2300 RPM, ±85 kts
(3) PAN PAN call
(4) Position the aircraft perpendicular to the field for a first general inspection
(5) Turn to a 500ft downwind, perform downwind checks
(6) At ≈45° turn to base and start a slow descent, power ±1700 RPM
(7) Turn to final position the aircraft parallel to the field at 200ft
(8) Power 2300 RPM, 80 kts, *NO MORE SINK RATE!*
(9) Perform inspection run:
    - Slope
    - Obstacles
    - Length (timing)
    - Field condition
    - Free final and climb out area
(10) Start go-around procedure after passing the field and climb to circuit altitude, level off, power 2300, ±85 kts
(11) Turn to crosswind and downwind, perform downwind checks, flaps position 1
(12) Turn to base, power 1700 RPM, 80 kts, flaps position 2
(13) Turn to final
(14) Final checks:
    - Flaps position 3
    - Speed 60 – 65 kts
(15) Perform short/soft field landing

Figure 14



INTENTIONALLY LEFT BLANK