

**SLOW FLIGHT MANEUVERING  
MINIMUM CONTROLLABLE AIRSPEED**

SLOW FLIGHT MANEUVERING IS CONDUCTED AS FOLLOWS:

CLEAR THE AREA PRIOR TO BEGINNING THE MANEUVER.

START WITH CLEAN CONFIGURATION AND CHANGE AIRCRAFT CONFIGURATION FROM CLEAN TO FULL FLAP AND GEAR IN STAGES. USE A MAXIMUM OF 15° BANK AND PERFORM HEADING CHANGES OF 90° LEFT AND RIGHT. CONSTANT ALTITUDE IS REQUIRED THROUGHOUT.

MAINTAIN 115KCAS IN ALL CONFIGURATIONS.

**\*\*APPROXIMATE POWER SETTINGS ARE:**

CLEAN	TORQUE (35%) PER ENGINE	APPROX PITCH +12
5° FLAP	TORQUE (32%) PER ENGINE	APPROX PITCH +8
5° FLAP & GEAR	TORQUE (44%) PER ENGINE	APPROX PITCH +9
20° FLAP & GEAR	TORQUE (42%) PER ENGINE	APPROX PITCH +4
40° FLAP & GEAR	TORQUE (54%) PER ENGINE	APPROX PITCH 0

**\*\* NOTE: POWER SETTINGS WILL VARY WITH AIRCRAFT WEIGHT AND ALTITUDE.**

**STALL SPEEDS (APPROXIMATE)  
AT MAXIMUM GROSS TAKEOFF WEIGHT  
N, MARQUISE / P, SOLITAIRE**

ANGLE OF BANK	0°	15°
FLAPS UP	106/104*	108/106*
5°	99/ 98*	100/ 99*
20°	87/ 88*	88/ 88*
40°	81/ 78*	83/ 79*

\*P, SOL

Vmc FLAPS 5° 99K (MARQ, N), 100KCAS (SOL, P)  
FLAPS 20° 99K (MARQ, N), 93KCAS (SOL, P)

**CAUTION**

**STALL WARNING MAY ACTIVATE  
4 TO 9 KCAS ABOVE STALL**

**MINIMUM CONTROLLABLE AIRSPEED IS CONDUCTED AS FOLLOWS:**

CLEAR THE AREA PRIOR TO BEGINNING THE MANEUVER.

THE MANEUVER MAY BE DONE IN ANY COMBINATION OF GEAR OR FLAP CONFIGURATIONS. IF BANK IS TO BE USED, IT SHOULD BE DONE AT BANK OF NOT MORE THAN 15°. BEGIN THE MANEUVER BY CONFIGURING THE AIRCRAFT IN THE DESIRED GEAR AND FLAP CONFIGURATION. SLOW THE AIRCRAFT UNTIL THE STALL WARNING (STICK SHAKER) IS ACTIVATED AND ADD POWER TO MAINTAIN ALTITUDE AND A SPEED JUST ABOVE AERODYNAMIC STALL. DO NOT ALLOW THE AIRCRAFT TO REACH AERODYNAMIC STALL BUFFET.