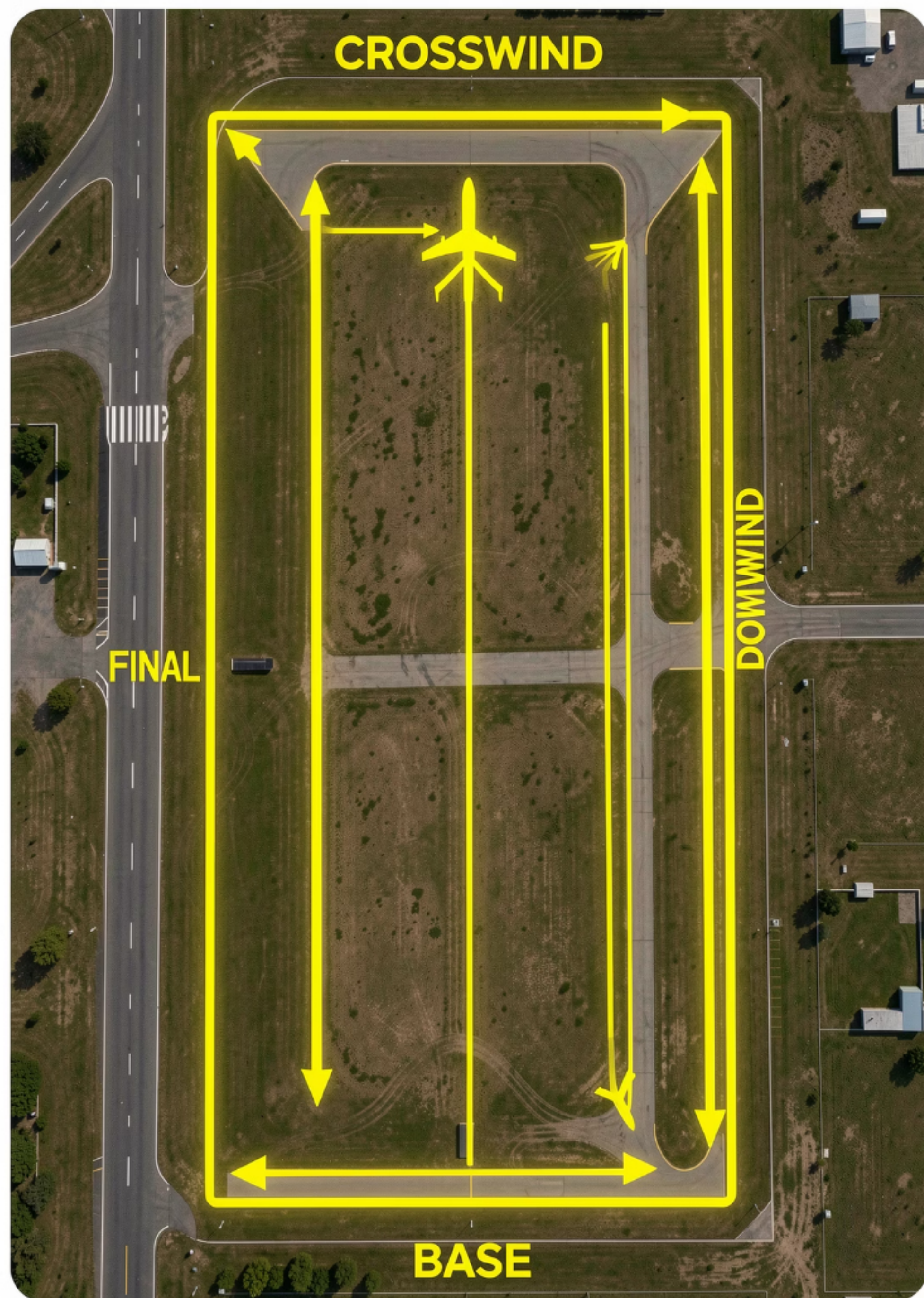




ANGEL FLIGHT
— CLUB MIAMI —



Traffic Pattern — Overview

This card introduces the standard rectangular traffic pattern used for visual flight operations. The pattern consists of five labeled legs — **Upwind**, **Crosswind**, **Downwind**, **Base**, and **Final** — flown in sequence to establish a predictable approach and landing path. Arrows indicate the direction of flight. Note: airport infrastructure (runway, windsock) and obstacles can shift exact entry/exit points; always conform to local procedures and ATC instructions.

- Primary emphasis color: yellow — used throughout this deck for callouts and visual accents.

A - ALPHA	N - NOVEMBER
B - BRAVO	O - OSCAR
C - CHARLIE	P - PAPA
D - DELTA	Q - QUEBEC
E - ECHO	R - ROMEO
F - FOXTROT	S - SIERRA
G - GOLF	T - TANGO
H - HOTEL	U - UNIFORM
I - INDIA	V - VICTOR
J - JULIET	W - WHISKEY
K - KILO	X - X-RAY
L - LIMA	Y - YANKEE
M - MIKE	Z - ZULU

Phonetic Alphabet Reference

The phonetic alphabet ensures clear radio communication, especially in noisy or congested frequency environments. Use full phonetics for call signs, runway identifiers, or when any confusion is possible.

SLOW FLIGHT

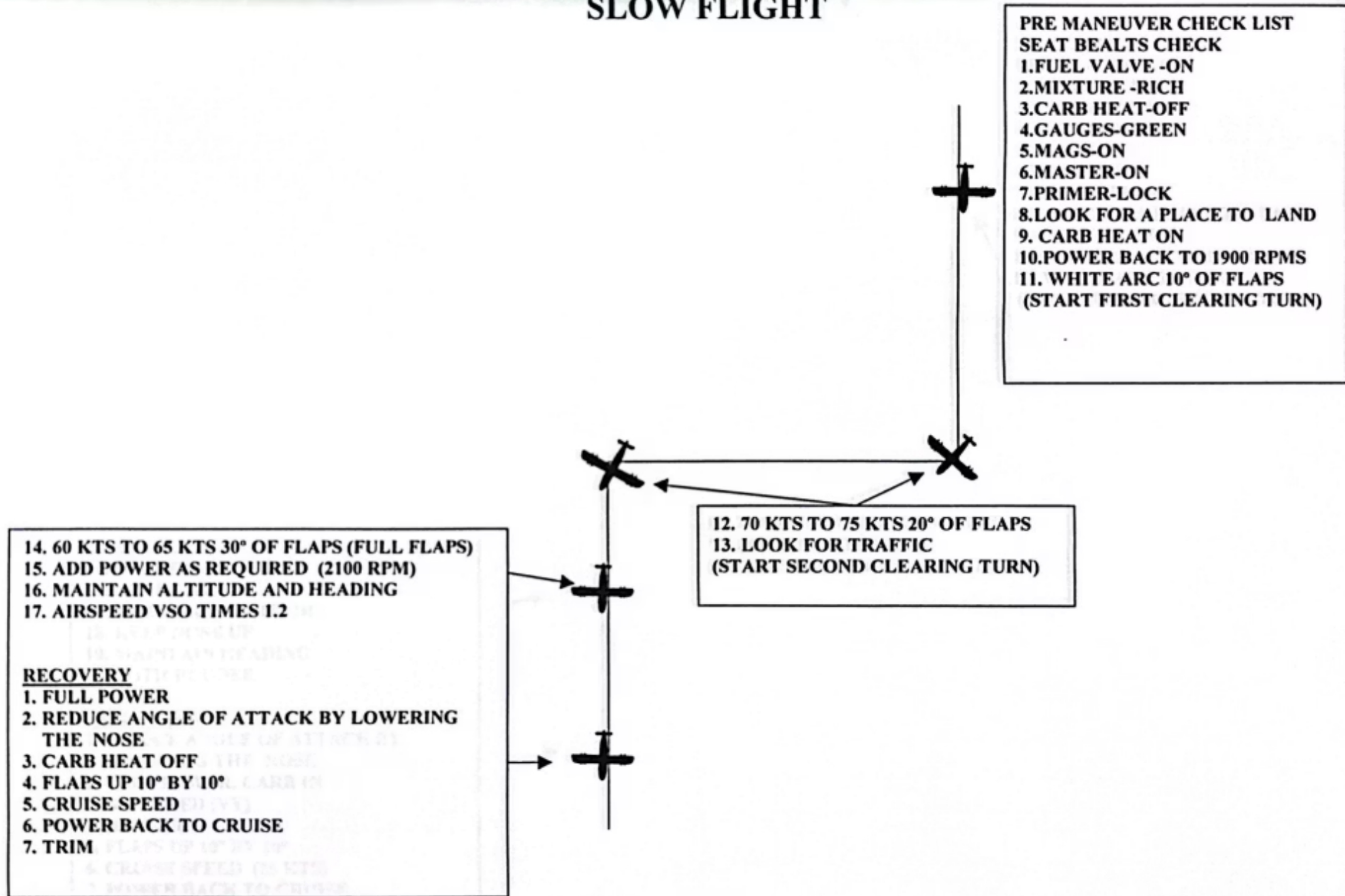


FIGURE 4

Power-Off Stall — Steps & Recovery

Power-off stalls simulate an approach-to-landing stall. The sequence follows a careful checklist, gradual flap progression, and focused recovery actions. Train at a safe altitude and ensure full area clearing.

Checklist Before

Seat belts, fuel valve ON, mixture RICH, carb heat OFF, gauges green, mags & master ON, primer locked, identify landing site, carb heat ON, power back to 1900 RPM.

Approach Config

20° flaps at 70–75 KTS; second clearing turn; extend to 30° flaps (full) at 60–65 KTS if required; add power as needed (approx. 2100 RPM) and maintain altitude/heading until recovery.

Recovery Actions

Lower nose to reduce AOA, apply FULL power, carb heat OFF, flaps up in 10° increments, accelerate to cruise, power back, and trim for cruise.



ANGEL FLIGHT
— CLUB MIAMI —



Power-On Stall — Sequence & Recovery

Power-on stalls model departure or climb-out stalls where high power and high pitch are present. Strict stepwise checks and staged recovery maintain safety when training this maneuver.

1

Entry & Speeds

Maintain recommended entry speed (approx. 60 KTS); use the published power and flap settings for the aircraft and configuration.

2

Critical Steps (14–19)

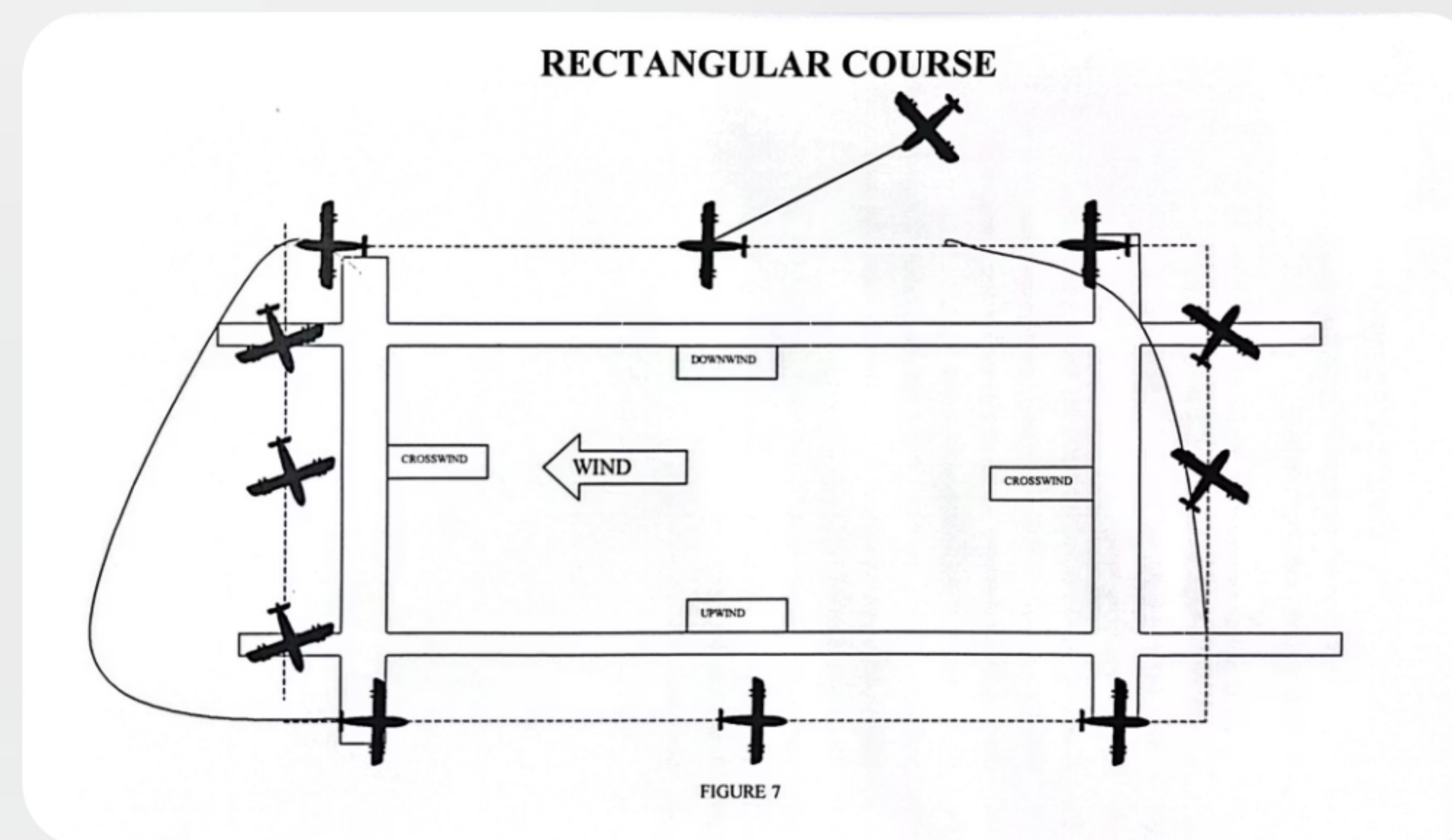
14. 60 KTS; 15. Nose up; 16. Full power; 17. Carb heat IN; 18. Maintain heading with rudder; 19. Stall (recognize and hold control inputs for recovery).

3

Recovery

Reduce angle of attack immediately, establish positive airspeed (VY), level to horizon, accelerate to cruise, power back to 2300 RPM, trim.

Always perform clearing turns and traffic scans prior to the maneuver; brief recovery altitudes and actions with the instructor or safety pilot.



Rectangular Course & Wind Compensation

The rectangular course (wind check) trains pilots to compensate for wind while flying precise ground-track patterns. With a rightward crosswind, the pilot adjusts headings into the wind on each leg to maintain the intended ground track.



Assess Wind

Determine wind direction and speed (windsock, ATIS). Plan heading corrections for upwind, crosswind, downwind, and crosswind legs.



Apply Crab or Drift

Crab into the wind during each leg; anticipate turning point overshoots and correct with bank and power as necessary.



Maintain Ground Track

Fly a consistent ground track using small heading adjustments rather than large control inputs; practice makes precise compensation instinctive.

Use simulated pilot notes and map the intended ground track to practice corrections before flying the pattern in a busy traffic environment.

TURNS AROUND A POINT

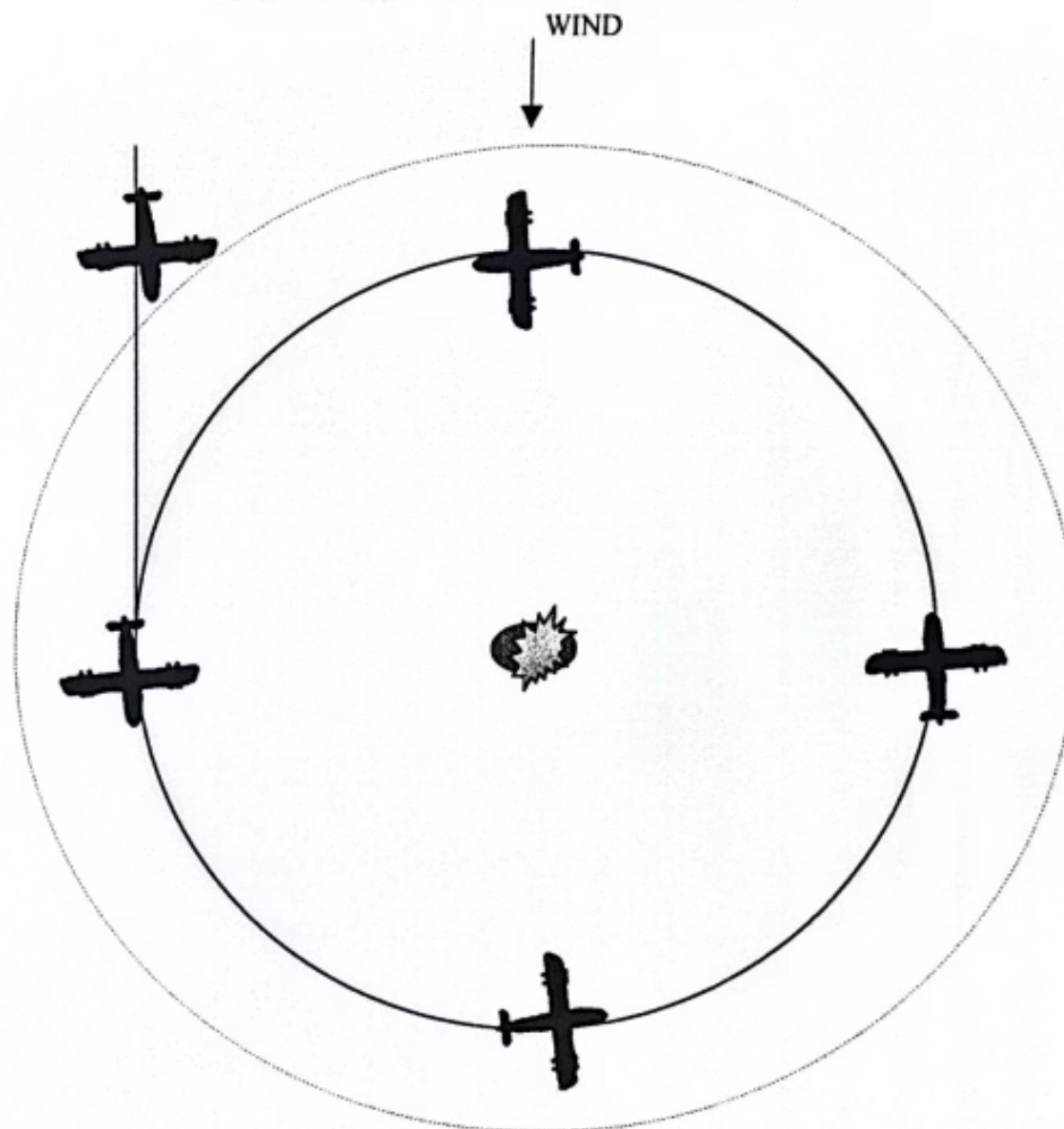


FIGURE 8

Turns Around a Point — Ground Reference Maneuver

Turns around a point teach wind correction while maintaining a constant radius around a reference on the ground. The pilot adjusts bank and power continuously to keep the aircraft on a circular ground track as wind pushes the airplane off course.

- **Setup**

Choose a distinct ground reference with safe surrounding airspace. Determine wind direction and select entry point downwind or base as appropriate.

- **Execution**

Begin at an appropriate altitude; vary bank and pitch to compensate for groundspeed changes on each side of the circle; maintain selected radius visually.

- **Safety**

Maintain sufficient altitude for recovery, conduct clearing turns, and continuously scan for traffic. Abort the maneuver if spacing or wind exceeds safe limits.

S TURNS ACROSS A ROAD

WIND

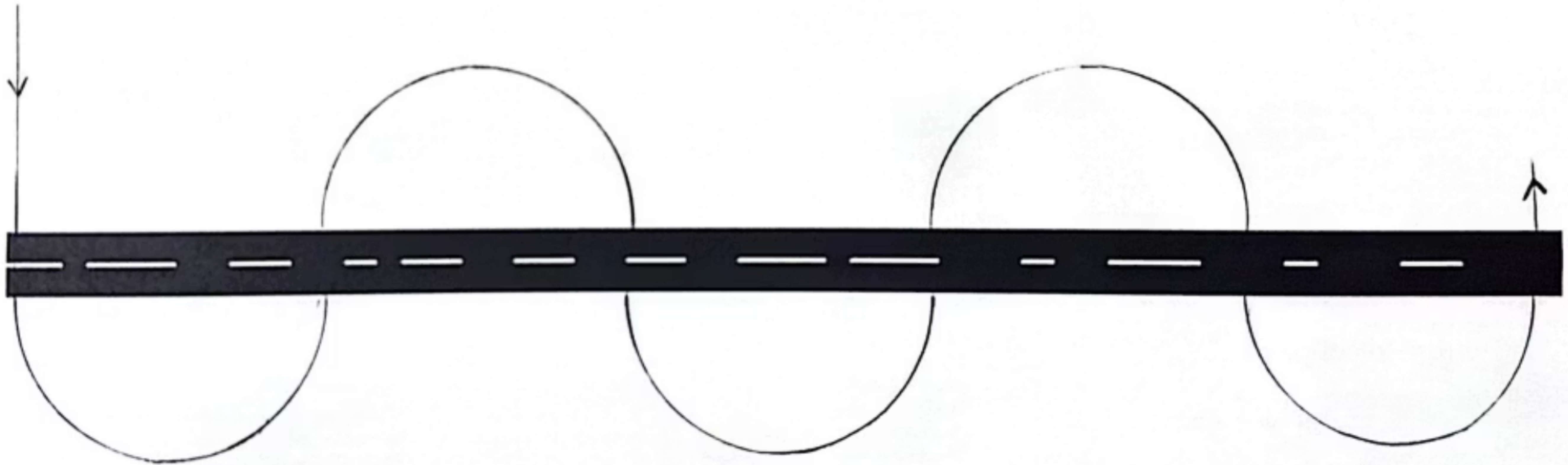


FIGURE 9

ATIS
AUTOMATIC TERMINAL INFORMATION SERVICE
TMB 124.00

<input type="checkbox"/> 1 INFORMATION _____	<input type="checkbox"/> 1. INFORMATION _____
<input type="checkbox"/> 2 TIME _____	<input type="checkbox"/> 2 TIME _____
<input type="checkbox"/> 3 WIND _____	<input type="checkbox"/> 3 WIND _____
<input type="checkbox"/> 4 VISIBILITY _____	<input type="checkbox"/> 4 VISIBILITY _____
<input type="checkbox"/> 5 CEILING/SKYCONDITION _____	<input type="checkbox"/> 5 CLOUDS _____
<input type="checkbox"/> 6 TEMPERATURE/DEW POINT _____	<input type="checkbox"/> 6 TEMPERATURE/DEW POINT _____
<input type="checkbox"/> 7. ALTIMETER SETTING _____	<input type="checkbox"/> ALTIMETER SETTING _____
<input type="checkbox"/> 8. ILS/NDB _____	<input type="checkbox"/> ILS/NDB _____
<input type="checkbox"/> 9. RUNWAYS IN USE _____	<input type="checkbox"/> 9 RUNWAYS IN USE _____
<input type="checkbox"/> 10. TOWER FREQUENCY _____	<input type="checkbox"/> 10 TOWER FREQUENCY _____
<input type="checkbox"/> 11 NOTAMS _____	<input type="checkbox"/> 11 NOTAMS _____

ATIS — What Information to Expect

ATIS provides continuous automated airport information; pilots should listen and copy the letter/identifier and pertinent fields before contacting tower or advisory. Typical elements include:

- Information identifier and time stamp
- Wind direction and speed
- Visibility and ceiling/sky condition
- Temperature and dew point
- Altimeter setting
- Navigation aids (ILS/NDB availability)
- Runways in use, tower frequency, and current NOTAMs

Always set the altimeter to the value provided and confirm runway usage before initiating the traffic pattern. Read back any ATIS letters when contacting ATC to show currency.

Engine Failure — Immediate Actions & Communications

Primary priority: fly the airplane. Follow a structured flow for best survivability and effective communication.

Fly the Airplane

Establish best gliding speed immediately; pick a landing site while organizing the approach; think about wind direction and prepare for landing.

Checklist (Initial)

Seat belts check; fuel valve ON; mixture RICH; carb heat ON (as required); check oil pressure/temp; master ON; primer in & locked; mags check; throttle check.

Communication

Set radio to 121.5 (or nearest frequency); squawk 7700; broadcast MAYDAY with who/where/situation/people onboard/aircraft color for rescue coordination.

Secure Engine & Electrical

After touchdown preparations: fuel valve OFF; mixture to idle cutoff; mags OFF; master OFF after flaps; open doors for egress; aim for slow touchdown.

For partial power loss, maintain safe airspeed and attempt engine troubleshooting while locating the nearest airport; always keep landing options visible.

Takeoff & Landing Procedures — C172 (Includes Short & Soft Field Variations)

This card consolidates normal, short-field, and soft-field procedures for the C172 family. Present checklist items and target speeds are summarized here for quick reference; always follow POH/AFM for your exact aircraft model.



Takeoff (Normal)

Carb heat OFF, flaps UP, gauges green, full power, VR \approx 60 KTS. Rotate at VR, climb at VY for best climb rate.



Downwind & Abeam Landing

Downwind at 1000 ft: verify seats/ belts, fuel both, mixture rich, gauges green, mags both, primer locked. Abeam: carb heat ON, power 1900 RPM, 10° flaps, trim.



Final & Landing

Final: 60–65 KTS depending on procedure; use flaps as required (soft field \sim 40° short final; short field full flaps), maintain constant descent, execute flare and touchdown technique per procedure, avoid heavy braking on soft surfaces.

Short-field takeoff: use all runway, rotate at VX, accelerate to VY after 100 ft. Soft-field takeoff: 10° flaps (C-152/172), keep weight off nosewheel, climb out at VY, retract flaps at 100 ft. For all operations, brief and verify performance numbers before takeoff and landing.