1. BASIC ATTITUDE FLYING: 2.0 HOURS

The objective of Session 1 is to develop a good feel for the flight training device (or airplane) itself, to develop familiarity with standard instrument control exercises, and then to apply that experience to practicing precision maneuvers by reference to instruments.

a. Simulator familiarization—"flying around" to get a feel for control and handling, and the location and operation of cockpit controls.

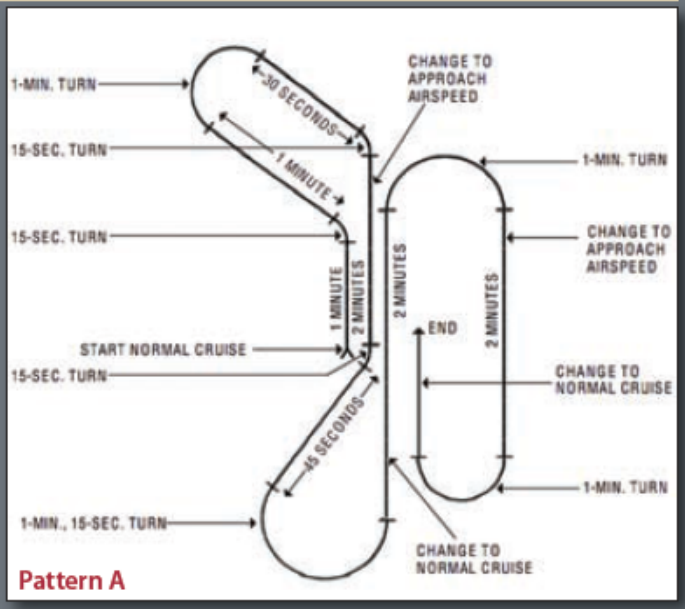
b. The four basics: climbs, descents, turns and straight-and-level flight.

c. Steep turns, both left and right.

d. Vertical S (see page 15).

e. Instrument Pattern A.

f. Instrument Pattern B.



2. ADVANCED BASIC ATTITUDE FLYING: 2.0 HOURS

a. Instrument takeoff.

b. Constant-vertical climb to 5000 feet msl, then constant airspeed climb to 10,000 MSL.

c. Vertical S to proficiency.

d. Patterns A and B to proficiency.

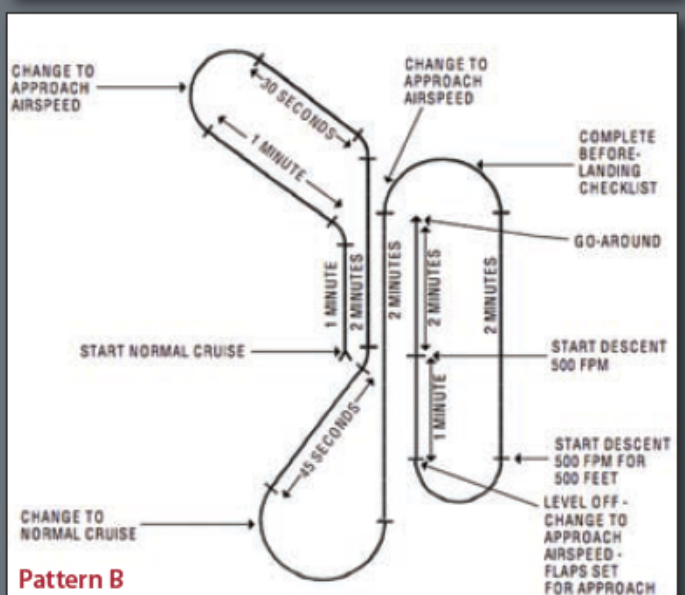
e. Power-on and power-off stalls with recovery to climb attitude and airspeed.

f. (For purposes of the airline pilot or ATP candidate) Power-on and power-off stalls with recovery on target altitude (using the airline's criteria) and target airspeed at 20 percent* above the simulator's V_{SO}.

g. ILS approach to minimums with primary attention to attitude, airspeed and altitude, using basic attitude flying skills.

h. Missed approach and level-off straight ahead on the same altitude at which you crossed the final approach fix inbound.

*The 20-percent-above-stall-speed value is a random figure designed to give the pilot a target speed that, unless he controls pitch and power, he'd "bust" altitude without active pitch and power control.



3. ADVANCED BASIC ATTITUDE FLYING: 2.0 HOURS

a. Instrument takeoff.

b. Constant vertical speed climb to 4000 feet msl, then constant airspeed climb to 7000 feet msl.

c. Vertical S to proficiency.

d. Patterns A and B to proficiency.

e. Stalls to proficiency.

f. Steep turns to proficiency.

g. Non-precision approach.

h. Missed approach and hold.

i. Non-precision approach to landing.