Wayne Handley Aerosports, Inc.
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N301WH	**Extra 300L**
Class of Aircraft:	Normal and Acrobatic Category
Engine:	Textron-Lycoming AEIO-540, 300 HP @ 2700 RPM
Propeller:	MT-Propeller 3-blade constant speed
Aircraft Loading:	2 Place, +10G, -6G

Airspeeds (IAS)

Never Exceed Speed:	V_{NE}	220 knots
Max. Structural Cruising Speed	V_{NO}	140 knots (Normal Cat.)
Max. Structural Cruising Speed	V_{NO}	158 knots (Acro I, Acro II)
Maneuvering Speed	V_A	140 (Normal Cat.)
Maneuvering Speed	V_A	158 (Acro I, Acro II)
Max Crosswind		15 knots (Takeoff & Landing)

Maneuvers	Recommended Entry Speeds Min KIAS	Max KIAS	Remarks
Segment:			
Horizontal Line	V_S	V_{NE}	
45° climbing	80	V_{NE}	
90° up	158	V_{NE}	
45° diving	V_S	V_{NE}	reduce throttle
90° diving	V_S	V_{NE}	reduce throttle
1/4 Loop climb	100	190	
Looping	100	190	
Stall Turn	100	190	
Aileron Roll	80	158	full deflection
Snap Roll	80	140	
"Tail slide"	100	190	
Spin	V_S		
Knife Edge	>150		<10 sec
Inverted Flight	>V_S	190	< 4 min

Load Acrobatic Flight	+10/-10g for 1 seat occupied
Load Acrobatic Flight	+8/-8g for 2 seats occupied
Normal Flight	+6/-3g

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Objectives: To develop a feel for the Extra 300L.
To push your personal flying envelope.
To learn to feel, watch, and listen to the aircraft during unusual attitudes in order to bring the aircraft back to a stable state with a minimum loss of altitude.
To always fly safely and have fun!

Flight #1 Maneuvers

- ❑ Climb to a safe altitude. During the climb, level at 2000, 3000, and 4000 feet while clearing the area of traffic.

- ❑ Slow Flight and Stall Characteristics of the Extra 300
- ❑ Power-on Stall and Recovery
- ❑ Power-off Stall and Recovery

- ❑ Learn to interpret the ball.
- ❑ Slip to Stall and Recovery
- ❑ Skid to Stall and Recovery

- ❑ Aileron Roll 22" 2400 RPM 120-140 KTS

- ❑ Loop 25" 2500 RPM 160 KTS

- ❑ 1/2 Cuban Eight 25" 2500 RPM 160 KTS

- ❑ 1 Turn to Spin: Spin and Recovery

- ❑ Falling Leaf (optional)

- ❑ Precautionary Landing

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Flight #2 Maneuvers

- Climb to a safe altitude. During the climb, level at 2000, 3000 and 4000 feet while clearing the area of traffic.
- Dutch Rolls 22" 2400 RPM
- 45° Up and Down Lines 22" 2400 RPM

Review

- Aileron Roll 22" 2400 RPM 120-140 KTS
- Loop 25" 2500 RPM 160 KTS
- 1/2 Cuban Eight 25" 2500 RPM 160 KTS

Demo

- Immelman 25" 2500 RPM 170 KTS
- Split-S 25" 2500 RPM 100 KTS
- Reverse 1/2 Cuban Eight 25" 2500 RPM 160 KTS
- Spins

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Flight #3 Maneuvers

- Climb to a safe altitude. During the climb, level at 2000, 3000 and 4000 feet while clearing the area of traffic.

Review

- Dutch Rolls 22" 2400 RPM
- 45° Up/Down Lines with 1/2 rolls 25" 2500 RPM
- Aileron Roll 22" 2400 RPM 120-140 KTS
- Loop 25" 2500 RPM 160 KTS
- 1/2 Cuban Eight 25" 2500 RPM 160 KTS
- Immelman 25" 2500 RPM 170 KTS
- Split-S 25" 2500 RPM 100 KTS
- Reverse 1/2 Cuban Eight 25" 2500 RPM 160 KTS

Demo

- Slow Roll 22" 2400 RPM 120-140 KTS
- Inverted Flight/ Inverted Turns 22" 2400 RPM 120-140 KTS
- Inverted Flight to Upright Recovery 22" 2400 RPM 120-140 KTS
- Spins (Upright Flat Spin to Recovery)
- Landing

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Flight #4 Maneuvers

- Climb to a safe altitude. During the climb, level at 2000, 3000 and 4000 feet while clearing the area of traffic.

Review

- Aileron Roll
- Slow Roll
- Inverted Flight/ Inverted Turns
- Inverted Flight to Upright Recovery

Demo

- Stalls and Recovery – Approach, Base, Final and Go-Around
- Unusual Attitudes to Recovery
- Inverted Flat Spin to Recovery (Optional)
- Landing

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Flight #5 Maneuvers

- Climb to a safe altitude. During the climb, level at 2000, 3000 and 4000 feet while clearing the area of traffic.

Review As Needed

- Spins
- Maneuvers
- Special Requests
- Emphasis on unusual attitude recognition and recovery

Notes

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Flight #6 Maneuvers

- Climb to a safe altitude. During the climb, level at 2000, 3000 and 4000 feet while clearing the area of traffic.

Review All Maneuvers

Emphasis on Unusual Attitude Recognition and Recovery

Special Requests:

Now is the time to perform any maneuver that you ever wanted to try. ☺

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