FLIGHT APPRENTICE
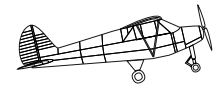
SHORT FIELD TAKEOFF AND LANDING
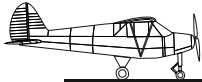
SHORT FIELD TAKEOFF

TRANSITON TO V$_Y$
CLEAN UP (AS REQUIED)
AFTER TAKEOFF CHECKLIST
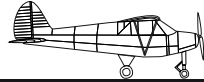
CLIMB AT V$_X$ UNTIL CLEAR OF OBSTACLE

USE ALL AVAILABLE RUNWAY
HOLD THE BRAKES
ADVANCE TAKEOFF POWER
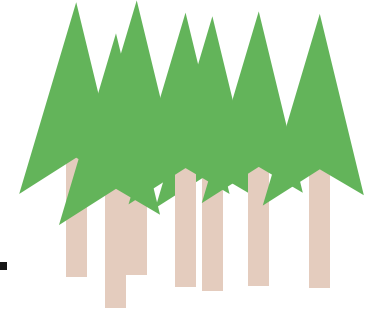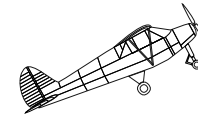VERIFY GAUGES GREEN
RELEASE BRAKES

DO NOT OVER-ROTATE.
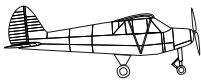THAT WILL HURT PERFORMANCE.

CALL "AIRSPEED ALIVE"

SET CLIMB PITCH FOR V$_X$

MAIN DIFFERENCE FROM NORMAL TAKEOFF: HOLD THE BRAKES ON TAKEOFF, CLIMB AT V$_X$ INITIALLY.

SHORT FIELD LANDING

SLIGHTLY SLOWER APPROACH (~5 KNOTS)
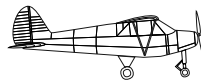AOA AND PITCH WILL BE HIGHER
MORE POWER REQUIRED

AIM POINT VS. TOUCHDOWN POINT
AIM POINT IS WHERE YOU WOULD TOUCHDOWN WITH NO FLOAT

TOUCHDOWN POINT IS WHERE YOU TOUCHDOWN WITH ANTICIPATED FLOAT

YOU ARE GRADED BY THE TOUCHDOWN POINT. BUT PICK AN AIM POINT AND TOUCHDOWN POINT.
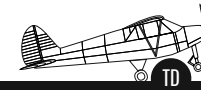
POWER MAY STAY IN LONGER
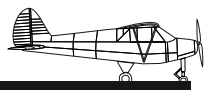THAN DURING A NORMAL APPROACH

LAND ON TOUCHDOWN POINT
FLAPS UP
AERODYNAMIC BRAKING (STICK BACK)
(SIMULATED) MAX BRAKING

ARRIVE AT RUNWAY OVER AIM POINT
REDUCE POWER TO IDLE

EXIT THE RUNWAY
AFTER LANDING CHECKLIST

AIM

TD

MAIN DIFFERENCE FROM NORMAL LANDING: SLOWER APPROACH; RETRACT FLAPS ON TOUCHDOWN.