

Airfreddy's **Guide on Learning To Fly**

**Step-by-Step Guide On the Private
Pilot License From Start To Finish**



Forward Slips

[Airplane Flying Handbook Chapter 8-12](#)

SLIPS: A slip is a high drag maneuver mainly used to lose altitude. This maneuver is uncoordinated. You will notice that the ball on the turn coordinator will not be centered when this maneuver is performed. There are two types of slips:

1. The Forward Slip
2. The Sideslip.

Forward slips will be practiced at high altitudes while the side slip will be used in crosswind landings.

If you turn an aircraft with just the ailerons you will notice that the ball moves to the side you are turning toward. This is because you aren't using the rudder required in order to make the turn coordinated. Since the aircraft is uncoordinated, the drag will increase, resulting in a steeper decent rate. When we use a forward slip we will use full aileron and full opposite rudder. This maneuver is used to lose altitude very quickly.

PROCEDURE FOR FORWARD SLIPS

1: POWER– BACK TO IDLE

2: CARBURATOR HEAT–ON

3: AIRSPEED IN THE WHITE ARC– FLAPS AS ALLOWED BYTHE POH, EVERY PLANE WILL BE DIFFERENT.

FULL RUDDER TO ONE SIDE, OPPOSITEAELERON.USE AELERON TO LINE YOU UP WITH THE REFERENCEPOINT

4: NOSE DOUBLE DESCENT ATTITUDE: This is another attitude of flight. It is twice the normal descent attitude.



Airfreddy.Com