

### Fly like a Pro - 337G Profiles

Phase of Flight	Takeoff	Climb	Climb	Phase of Flight	Go-Around	Cruise
Manuver	Normal	Max Cont	Normal	Manuver	Single Engine	Engine Failure
Altitude Start	0	50'	1000'	Altitude Start	50'	
Altitude End	50'	1000' *	Cruise Alt	Altitude End	1000'	
Pitch°	8° *	10°	8°	Pitch°	6°	6°
Airspeed Inital	VR	Vx	90	Airspeed Inital	80	
Airspeed Target	V 50'	90	110	Airspeed Target	90	90
RPM	2800	2800	2600	RPM	2800	2600 *
MP (inches)	MAX	MAX	24	MP (inches)	MAX	24 *
Flaps Initial	1/3	1/3	Up	Flaps Initial	1/3 *	Up
Flaps Final	1/3	Up	Up	Flaps Final	Up*	Up
Landing Gear	Down	Up	Up	Landing Gear	Down	Up
* Comments	With Flap & Gear retraction, pitch to 10°.	Higher altitude if required to meet obsticale or ODP requirements.		* Comments	With Full Power Application, FLAPS 1/3. 80 knots & +ROC. FLAPS UP. 400' AGL, 90 knots, GEAR UP.	Drift down. If needed for level flight, use MAX continuous RPM (2800). Start timer for maintenance.

  

Phase of Flight	Approach	Approach	Phase of Flight	Turn	Stall	Stall
Manuver	Initial	Tracking GS	Manuver	Steep	T/O	Landing
Altitude Start	2000	1000	Altitude Start	3000	3000	3000
Altitude End	1000	Minimums	Altitude End			
Pitch°	-4°	-4°	Pitch°	4°	11	-4°
Airspeed Inital	120	100	Airspeed Inital			
Airspeed Target	100	90	Airspeed Target	110	90	90
RPM	2400	2400	RPM	2400	2600	2400
MP (inches)	17 *	18	MP (inches)	22	MAX	17
Flaps Initial	1/3	2/3	Flaps Initial	Up	Up	
Flaps Final	2/3 *	Full	Flaps Final	Up	Up	Down
Landing Gear	Down	Down	Landing Gear	Up	Up	Down
* Comments	Descending through 1K', MP will increase 1". Don't adjust. Use 2/3 flap application to control airspeed.		* Comments	45° Bank. Increase bank to 60° to demonstrate accelrated stall.		30° Bank at 500 FPM descent. Note that this configuration delivers stable approach, wings level, at 750 FPM descent.