Fly the Easy Way --
30 points to get from this presentation.

By Larry Bothe, 7/11/2017

1. For the airplane that you regularly fly; figure out the trim setting for a normal climb, remember it, and then set it there before takeoff. Then you don't have to set the trim once airborne.
2. When leveling off from a climb, upon reaching your desired altitude, DON'T DO ANYTHING! Especially, DON'T TOUCH THE THROTTLE! Rather, climb 50 feet too high, lower the nose all the way to level-flight attitude, do a coarse nose-down trim movement, wait for the speed to come up to cruise, set power for cruise (first time you touched the throttle), fine-tune the trim. Time to level off and settle into cruise is 10 to 15 seconds instead of 2 to 3 minutes.
3. When you need to descend, retard the throttle, but don't touch the trim. Whatever rate of descent you get, take 10% of that. Lead the level-off by that amount, e.g. 600 fpm, lead by 60 ft. Promptly increase the throttle back up to wherever it was before. The airplane will level off by itself (no pull on the yoke or stick needed), and it will still be in trim because you didn't move the trim.
4. After an engine failure we trim for best glide. That's a huge trim change from power-on cruise flight. Pilot's spend a lot of time fiddling with the trim when they should be working on something else, like declaring an emergence. Best plan: Trim the plane full nose-up. It will glide very close to best glise speed, and it won' t stall.
5. Lean the mixture whenever you are in level cruise flight for any length of time.
6. Lean the mixture on the ground as soon as the engine will run smoothly after start.
7. Bad mag check? Learn to do a burn-out. Mags on BOTH, throttle to 2000 rpm, lean the mixture to engine roughness, then enrichen for smooth operation, run it there for 20 seconds, go back to full rich, retard throttle to run-up setting, try the mag check again.
8. DON"T stroke the throttle in lieu of using the engine primer (engine not turning over). It causes fuel to puddle in the carb air box, and you get a fire if the engines backfires on start.
9. A good way to do a warm start is to turn the key to start (engine begins to turn), stroke the throttle briskly all the way in and then all the way out, then in ¼". The squirt of fuel from the accelerator pump is just what it needs to get going.
10. Set up navigation radios on the ground before takeoff. Then you don't make mistakes in the air, and you can look for traffic instead of fooling around with the radios.
11. Using VOR but don't know the bearing to the station? Set the OBS approximately on the ground. The a small adjustment is all that is necessary once you are airborne and the needle comes alive.
12. The course you set in the OBS is the Magnetic Course. MC is not corrected for wind because wind doesn't affect radio signals.

13. Anytime you have any sort of navigation problem in the air, set the DG to match the magnetic compass. That usually solves it right there.
14. You need rudder only when the yoke or stick is displaced from the neutral position. Rudder and aileron are used simultaneously; not one before or after the other.
15. When doing a short field landing, aim (where you would strike the ground if you didn't flare) 150 feet short of where you want the wheels to touch. That means if you want to land at the very beginning you have to aim short of the landing surface.
16. The point where the airplane would hit the ground is the point that remains vertically stationary in the windscreen.
17. Soft-field approach speed is 5 knots faster that the published short field speed.
18. Power to carry in a soft field landing is 200 rpm above flight idle. Flight idle for most planes is about 1000 rpm, so carrying 1200 rpm to touchdown works in most planes.
19. Kill the extra power the instant the wheels touch on a soft-field landing.
20. Looking while turning: Look in the direction of turn to check for traffic, pick a visual point to turn to, and then look back straight ahead to set the proper bank.
21. Buckling safety belts: Retrieve and buckle your safety belts while the door is still open and the seat is still back. Buckle loosely. Close & latch the door and then snug up the belts; lap belt first.
22. Lubricate your own door hinges and latches, seat track rollers and window latches; because your mechanic will NEVER do it for you.
23. In light wind, taxi with your control wheel all the way back. It relieves pressure on your nose strut and reduces the frequency of having the strut resealed.
24. Wipe the shiny chrome part of your nose strut clean when you do a preflight inspection. Keeping it clean keeps grit from damaging the O-rings that keep the fluid in the strut.
25. Leave the beacon on all the time. Never shut it off. Since it's required that the beacon be on anytime the engine is running, you need it. And it will prevent you from inadvertently leaving the master switch on, and the resultant dead battery. Leave the master on and either you will see the beacon, or somebody else will point it out to you.
26. It's OK to "hurry the turn" when IFR in order to blowing through an intercept. The airplane won't lose control if you got up to say a 25° bank for a few seconds.

That's it. You don't get 30 points; only 26 readily come to mind.