

Piper Cherokee CFI Maneuver Setup: Clearing Turns, Mixture RICH, Fuel Selector BOTH, Carb Heat on if lower than the RPM Green Arc

<p><u>Slow Flight</u></p> <ul style="list-style-type: none"> • 1500RPM • Flaps to 25deg, then 2100RPM • Slow to just above stall +5/-0kts • Adjust power to maintain altitude +/- _____ ft • Climb and descend at constant airspeed <p><u>Power Off Stall</u></p> <ul style="list-style-type: none"> • From Slow Flight, descent at 500ft/min • Throttle to idle, recover at first buffet • Private would be to full stall • Pitch, Power, Clean-Up • Maintain Heading +/-10degs <p><u>Power ON Stall (Gear up & down)</u></p> <ul style="list-style-type: none"> • 1500RPM • Flaps zero • Slow to 65kts, Throttle to 2100 • Slowly increase pitch to first buffet • Pitch, Power, Clean up • One while maintaining heading +/- 10degs • One while in a 20deg turn. 	<p><u>Accelerated Stall</u></p> <ul style="list-style-type: none"> • 1600rpm • Bank 45deg • Maintain or Increase altitude • Recover on first buffet • Level wings, Pitch, Power, Clean up 	<hr/> <p><u>Steep Turn</u></p> <ul style="list-style-type: none"> • 2300RPM • Must be below VA _____ Kts • Bank 50 deg +/- _____ • Maintain Altitude +/- _____ ft <p>Rollout +/- _____ degs</p> <p><u>Lazy Eights</u></p> <ul style="list-style-type: none"> • 2200RPM • Turn 5deg left, slowly increase pitch • 45deg pt: Max pitch up and 15deg bank,, 75MPH • 90deg pt: Pitch level, 30 deg bank • 135deg pt: Max pitch down, 15deg bank • 180deg pt: Level pitch and bank, • starting altitude +/- _____ ft • Heading +/- _____ deg • Repeat to the right.
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Emergency Descent

- Throttle idle
- Bank 45 deg bank
- Pitch down for just below Va
- Recover at _____ ft

Chandelles

- Full throttle
- Bank 30deg
- Power FULL
- Slowly increase pitch
- Max Pitch ____ deg at 90deg Pt then
- Hold Pitch to 180 deg pt while
- Slowly decreasing bank

Remember: Half pitch up at 45deg pt and 15 deg bank at 135 deg pt

Simulated Engine Out

- Climb to 3000ft AGL or above
- Throttle to Idle
- Airspeed Best Glide
- Best Place to Land (in 15 seconds)
- Checklist
- Verify best place to land into the wind
- Recover before 500ft AGL if not over a runway



- maintain correct radius
- Maintain Altitude _____ ft

Checklist for Simulated Engine Out

- Fuel Selector BOTH
- Mixture Rich
- Carb Heat ON
- Check Mags
- Squawk ____00
- Call ATC, use 121.5 if needed.

Steep Spiral

- Throttle to idle
- Airspeed best glide
- Spiral over the landing point with a bank angle from zero to 45deg
- Shoot for abeam the landing point 1000ft agl

Eights on Pylons

- Throttle to 2200RPM
- Calculate Pivotal Altitude _____ ft
- Enter on downwind
- Tailwind: Rising altitude
- Headwind: Decreasing altitude
- Maintain Pylon on rivet line

180deg pwr off accuracy landing

- Throttle 2200rpm on downwind
- Abeam landing pt:
- Throttle to idle, best glide speed
- Use flaps as needed to land on the landing point -0/+ _____ ft

Short Field Landing

- On Final, Airspeed 65kts
- Flaps 45deg
- Power for altitude, Pitch for airspeed

Piper Before Landing: Mixture Rich, Fuel on both, carb heat ON midfield downwind, seatbelts on.

Short Field Takeoff

- Flaps 25degs, Full Brakes, Full Power, Release brakes
- Climb at Vx,
- Gear up at positive climb rate
- Once clear of obstacle, Flaps up
- Climb at Vy

Soft Field Takeoff

- Flaps 25degs,
- Yoke back during taxi
- Add Full Power on runway
- Hold nose so shock absorber is fully extended
- Rotate at the bottom of the green arc
- Stay in ground effect until Vx
- Climb at Vx, Gear up at positive rate
- Once clear of obstacle, Flaps up slowly
- Climb at Vy

Soft Field Landing

On Final

- Airspeed 65kts
- Flaps 45deg
- Power for altitude, Pitch for airspeed
- Hold nose up as long as possible
- Yoke back full until cleared from runway

Loss of Oil Pressure

- Is it the gauge?
- Does the engine run fine? Cool?
- Climb as you determine what to do.
- Land at nearest airport.
- Prepare for an off airport landing if engine quits or vibrates excessively.

Alternator Failure

- Reduce Electrical Load
- Check Alternator CB's
- ALT switch OFF for 10 seconds, then ON
- If Ammeter still zero, turn off ALT sw
- Maintain minimum elec load
- Land as soon as practical at an airport

High Oil Temp

- Increase Mixture
- Increase speed without power increase
- Land at nearest airport

Spins

- Throttle IDLE, Ailerons neutral
- Rudder OPPOSITE of rotation
- Yoke Forward
- Rudder neutral when rotation stops
- Yoke adjusted for level flight

Open Door

- Close below 70kts
- Cabin Vents Closed
- Window open
- Open door and try to re-close
- Best option is probably to land and close door

Engine Fire

- Fuel Selector OFF
- Throttle Closed, Mixture Cut Off
- Heater/Defroster OFF
- Emergency descent
- Land Immediately

Electrical Fire

- Master sw OFF
- Vents OPEN
- Heat OFF
- Land at nearest airport
- Prepare for off field landing if needed

Airspeeds

Vrot: _____kts
Vx: _____kts
Vy: _____kts
Va: _____kts
Vfe: _____kts

