

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

<p><b><u>Slow Flight</u></b></p> <ul style="list-style-type: none"> <li>• 1500RPM</li> <li>• Flaps to 25deg, then 2100RPM</li> <li>• Slow to just above stall +5/-0kts</li> <li>• Adjust power to maintain altitude +/- _____ ft</li> <li>• Climb and descend at constant airspeed</li> </ul> <p><b><u>Power Off Stall</u></b></p> <ul style="list-style-type: none"> <li>• From Slow Flight, descent at 500ft/min</li> <li>• Throttle to idle, recover at first buffet</li> <li>• Private would be to full stall</li> <li>• Pitch, Power, Clean-Up</li> <li>• Maintain Heading +/-10degs</li> </ul> <p><b><u>Power ON Stall (Gear up &amp; down)</u></b></p> <ul style="list-style-type: none"> <li>• 1500RPM</li> <li>• Flaps zero</li> <li>• Slow to 65kts, Throttle to 2100</li> <li>• Slowly increase pitch to first buffet</li> <li>• Pitch, Power, Clean up</li> <li>• One while maintaining heading +/- 10degs</li> <li>• One while in a 20deg turn.</li> </ul>	<p><b><u>Accelerated Stall</u></b></p> <ul style="list-style-type: none"> <li>• 1600rpm</li> <li>• Bank 45deg</li> <li>• Maintain or Increase altitude</li> <li>• Recover on first buffet</li> <li>• Level wings, Pitch, Power, Clean up</li> </ul> <p><b><u>Trim Stall</u></b></p> <ul style="list-style-type: none"> <li>• 1400RPM</li> <li>• Trim all the way back</li> <li>• Throttle to idle</li> <li>• Establish 65kts without resetting trim</li> <li>• Full throttle, release pressure on yoke</li> <li>• Nose will rise</li> <li>• Recover first buffet</li> <li>• Pitch, Power, Clean up, Adjust trim</li> </ul> <p><b><u>Secondary Stall</u></b></p> <ul style="list-style-type: none"> <li>• Set up for trim stall</li> <li>• When recovering from trim stall let a second stall happen by pitching up after first recovery.</li> <li>• Recover first buffet</li> <li>• Pitch, Power, Clean up, Adjust trim</li> </ul>	<p><b><u>Cross Controlled Stall</u></b></p> <ul style="list-style-type: none"> <li>• 1400RPM</li> <li>• Flaps Up, trim for 65kts</li> <li>• Left turn for Final (use a road)</li> <li>• Apply left rudder as in overshoot</li> <li>• Don't let bank exceed 20deg</li> <li>• Left Rudder, 20 deg bank, pitch up</li> <li>• Recover on first buffet</li> <li>• Wings level, pitch, power, cleanup</li> </ul> <p><b><u>Steep Turn</u></b></p> <ul style="list-style-type: none"> <li>• 2300RPM</li> <li>• Must be below VA _____ Kts</li> <li>• Bank 50 deg +/- _____</li> <li>• Maintain Altitude +/- _____ ft</li> </ul> <p>Rollout +/- _____ degs</p> <p><b><u>Lazy Eights</u></b></p> <ul style="list-style-type: none"> <li>• 2200RPM</li> <li>• Turn 5deg left, slowly increase pitch</li> <li>• 45deg pt: Max pitch up and 15deg bank,, 75MPH</li> <li>• 90deg pt: Pitch level, 30 deg bank</li> <li>• 135deg pt: Max pitch down, 15deg bank</li> <li>• 180deg pt: Level pitch and bank,</li> <li>• starting altitude +/- _____ ft</li> <li>• Heading +/- _____ deg</li> <li>• Repeat to the right.</li> </ul>
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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

**Sturns**

- Throttle to 2200RPM
- Enter on downwind
- Radius 1/2mile
- Tailwind: Steeper bank
- Headwind: Shallower bank
- Pick five points on the Sturn to help maintain correct radius
- Maintain Altitude \_\_\_\_\_ ft

**Turns Around a Point**

- Throttle to 2200RPM
- Enter on downwind
- Radius 1/2mile
- Tailwind: Steeper bank
- Headwind: Shallower bank
- Pick four points on the Turn to help 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

