PIPER CHEROKEE 180D

MANEUVERS GUIDE

2023

TAKEOFFS, LANDINGS, SLIPS AND GO AROUNDS

1. NORMAL TAKEOFF

SETUP – Use the following procedure for executing a normal takeoff

1. Complete the required normal takeoff checklist

2. Confirm that you are located at the correct runway on the airfield

3. Check final approach and runway area for traffic or obstructions

4. Check wind indication in the form of wind sock or wind tee etc. and apply wind correction with the ailerons if a crosswind exists

5. Make the appropriate radio calls, align the aircraft with the centerline of the runway and advance the power to full

6. Verbally acknowledge engine instrument indications are "green" & airspeed is "alive" and maintain centerline

7. Upon reaching Vr 60 mph rotate to a slight nose high attitude and allow the aircraft to become airborne

8. Maintain a climb sight picture and a Vy Climb speed of 85 mph +10-5 mph

9. If remaining in the pattern, turn crosswind upon passing 500 above ground level OR comply with noise abatement procedures if in effect.

PRO-TIP – Don't *over* rotate the airplane. If you *over* rotate the airplane, you will notice an intermittent stall indication in the initial rotation. This means you just pulled the nose up slightly more than it needed.

PRO-TIP – Don't *under* rotate the airplane. If you *under* rotate the airplane, you will notice the nose wheel tends to make intermittent contact with the ground during your rotation.

PRO-TIP – Do establish a slight nose up pitch attitude that results in a momentary "wheely" where the mains remain on the ground, and the nose wheel departs the runway by a matter of about 6-10 inches. Then allow the airplane to lift *itself* off as it accelerates.

PRO-TIP – Do NOT carry out check list items or make configuration changes while the aircraft is in motion. STOP the airplane, hold the brakes, then go heads down to the checklist and config changes. Resume movement of the airplane only after your have completed checklist items.

2. SHORT FIELD TAKEOFF

SETUP – Use the following procedure for executing a short field takeoff

1. Complete the required before takeoff checklist

2. Confirm that you are located at the correct runway on the airfield

3. Check final approach and runway area for traffic or obstructions

4. Check wind indication in the form of wind sock or wind tee etc and apply wind correction with the ailerons if a crosswind exists

5. Set flaps 25° (two notches)

6. Make the appropriate radio calls, align the aircraft with the centerline of the runway as near to the approach edge of the usable runway as possible and hold the brakes once aligned with the runway centerline

7. Apply full power with the brakes held, verbally acknowledge engine instrument indications are "green"

8. Release the brakes and verbally acknowledge "airspeed alive", maintain centerline

9. Upon reaching Vr 60 mph rotate to a slight nose high attitude and allow the aircraft to become airborne

10. Maintain a climb sight picture and a Vx Climb speed of 76 mph +10-5 mph

11. Upon passing a height of 50' above ground, allow the aircraft to accelerate to Vy climb speed of 85 mph

12. Once climb speed is stabilized at Vy, retract the flaps fully

13. If remaining in the pattern, turn crosswind upon passing 500 Above Ground Level OR comply with noise abatement procedures if in effect.

PRO-TIP – Your rotation should be brisk enough to lift off and go immediately into a Vx 76 mph climb, but not so brisk that you get stall indications

PRO-TIP – Be aggressive enough with your initial climb pitch attitude that you maintain Vx 76 mph, but not so aggressive that you slow below Vx. If your pitch inputs are too timid, you'll prematurely accelerate to Vy 85 mph which should be avoided prior to 50-foot AGL

PRO-TIP – Don't retract the flaps until you are stabilized at Vy, and during the retraction of the flaps, don't allow the airplane to settle into a sink rate

3. SOFT FIELD TAKEOFF

SETUP – Use the following procedure for executing a soft field takeoff

1. Complete the required before takeoff checklist

2. Confirm that you are located at the correct runway on the airfield

3. Check final approach and runway area for traffic or obstructions

4. Check wind indication in the form of wind sock or wind tee etc. and apply wind correction with the ailerons if a crosswind exists

5. Set flaps 25° (two notches)

6. Make the appropriate radio calls

7. Pull the yoke full nose up and hold it in this position as you align the aircraft with the centerline of the runway without stopping the airplane

7. While rolling onto the runway, apply full power and adjust the yoke back pressure as needed to keep the nose wheel from contacting the runway surface yet also not dragging the tail. Maintain centerline with rudder input.

8. Verbalize "Engine Instruments Green" and "Airspeed Alive"

9. Allow the aircraft to become airborne, lower the nose slightly to remain approximately 10-20 feet above ground while the airplane accelerates to Vy

10. Transition to a climb sight picture and a Vy Climb speed of 85 mph +10-5

12. Once climb speed is stabilized at Vy, retract the flaps fully

13. If remaining in the pattern, turn crosswind upon passing 500 Above Ground Level OR comply with noise abatement procedures if in effect.

NOTE: The O-360-A4A rated at 180 horsepower turning the propeller at takeoff power while at a nose high attitude exhibits large left turning tendencies. Forward visibility over the nose will be limited, forcing you to perceive your proximity to runway centerline by sitting up to some degree, and incorporating peripheral vision to evaluate proximity to the runway edges / side drift. A large degree of right rudder will be needed to perform this takeoff correctly.

PRO TIP – It will be very easy to settle back onto the runway while attempting to remain in ground effect. Try "butterflying" the yoke back and forth gently making a series of small corrections rather than large corrections. The airplane accelerates quickly in ground effect, so you will only have to remain low to the ground for 3-5 seconds under most conditions.

4. SHORT FIELD LANDING

SETUP – Use the following procedure for executing a short field landing

1. Complete the required before landing checklist

2. Abeam the runway touchdown point, reduce throttle to 1,500 RPM

3. When the airplane enters the white arc, set flaps to 10° and slow to an airspeed of 80 mph

4. On the base leg, as appropriate, set flaps to 25°

5. On the final leg, as appropriate, when landing is assured, set flaps to 40° with a final approach speed of 76 mph

6. The aircraft should be touched down on the point designated by the evaluator +200 / -0 feet of distance on the runway, the touchdown should be flat and firm, without being rough—maintain centerline. Flaps may or may not be retracted at touchdown at your discretion.

7. Apply maximum braking effort and increasing yoke back pressure and stop the airplane as quickly as possible without skidding the tires excessively

NOTE: The touchdown should be firm enough to plant all three tires at roughly the same moment, but not so firm as to risk over compression of the shock absorbing struts or damage to the airplane. When you apply maximum braking it is a best practice to keep the yoke pulled back to increase braking efficiency by placing more weight on the main tires, but not pulled back to the point than the airplane lifts back off the surface of the runway.

PRO-TIP – In the span of travel between “crossing the fence” and “crossing the numbers” it is possible to begin a slow abandonment of your 76-mph approach speed allowing airspeed to decay considerably in ground effect during the lead-up to what little flare is actually exhibited during this maneuver thus allowing a touchdown at nearer to 60-65 mph which will result in shortening the distance of ground roll.

PRO-TIP – In the landing roll out, the distance used during the short field landing can be reduced by retracting the flaps to 0° immediately after touchdown, this guidance can be found in “Section iii, approach and landing” of the Piper Cherokee 180D Pilot’s Operating Handbook.

PRO-TIP – It is generally a good idea to readback the evaluator’s requested demonstration to avoid executing a touchdown in the wrong point or executing the incorrect type of landing.

PRO-TIP – Evaluators love to see you “clear final” – that is on your base leg, look out onto the long final and check for traffic, if none is seen verbally acknowledge “final is clear” then resume the approach.

5. SOFT FIELD LANDING

SETUP – Use the following procedure for executing a Soft field landing

1. Complete the required before landing checklist

2. Abeam the runway touchdown point, reduce throttle to 1,500 RPM

3. When the airplane enters the white arc, set flaps to 10° and slow to an airspeed of 80 mph

4. On the base leg, as appropriate, set flaps to 25°

5. On the final leg, as appropriate, when landing is assured, set flaps to 40° with a final approach speed of 76 mph

6. The aircraft should be touched down on the main tires first, while using enough yoke back pressure to prevent ANY nose wheel contact with the runway surface until it is aerodynamically impossible to prevent nose wheel contact

NOTE: The amount of runway used is *not* part of the test, this is *not* a short runway exercise, the evaluator wants to ensure you can touch down mains first, relatively softly, and keep the nosewheel off the runway for as long as possible.

PRO-TIP – Energy management is key. Unlike the short field landing where some excess speed can be dissipated in the last 100-200 yards of the final approach, you will need that airspeed for this to work correctly. So, try to carry 76 mph into the flare, rather than bleeding it off to a slow touchdown.

PRO-TIP – If executed properly, the tail still has plenty of aerodynamic authority, fly the airplane through the rollout and keep the nose elevated for as long as you possibly can.

PRO-TIP – It is generally a good idea to readback the evaluator's requested demonstration to avoid executing a touchdown in the wrong point or executing the incorrect type of landing.

PRO-TIP – Evaluators love to see you "clear final" – that is on your base leg, look out onto the long final and check for traffic, if none is seen verbally acknowledge "final is clear" then resume the approach.

6. GO AROUND / MISSED APPROACH

SETUP – Use the following procedure for executing a go around / missed approach

1. Increase power to full

2. Retract flaps to 25° in the event that flaps 40° was used during the approach

3. establish a positive rate of climb at Vy 85 mph

4. Once the airspeed is stabilized, retract the flaps fully

5. a sidestep to the right of runway centerline should be considered during the climb out

PRO-TIP – If you don't like the way an approach is going on the check ride, or during a training exercise… GO AROUND. There are absolutely no points off for going around on a check ride! In fact, if anything, this demonstrates sound judgement and good decision making to your evaluator. With that said, you don't want to be going around on every other landing attempt on the check ride.

7. SLIPS

SETUP – Use the following procedure for executing a slip

1. Rudder in the direction the wind is blowing TO

2. Bank in the direction the wind is blowing FROM

3. Lower the nose as needed to maintain a flying speed of between 76-85 mph as required by flap position

4. The more aggressive the control inputs the more aggressive the slip and sink rate are

5. gradually release these inputs to stop the slop

NOTE: NEVER APPLY RUDDER EXCESSIVELY IN THE SAME DIRECTION AS YOU APPLY AILERON! This is a “SKID” not a “SLIP” and will likely cause the airplane to spin.

PRO-TIP – Know your wind direction! Keep in mind the indication of any wind sock or wind tee on the ground, pay attention to flags on flag poles, or direction of travel of smoke plumes to determine which direction you should slip. Rudder toward the tip of the wind sock, aileron toward the mouth of the wind sock.

PERFORMANCE MANEUVERS AND GROUND REFERENCE MANEUVERS

8. SLOW FLIGHT

SETUP – Use the following procedure for establishing slow flight

1. Conduct clearing turns to check the area for traffic conflicts or obstructions

2. Establish the aircraft on a cardinal heading as directly into the known wind direction as possible or as directed by the evaluator

3. Reduce Power to 1500 rpm and maintain altitude by applying slight back pressure on the control wheel as airspeed reduces

4. Upon entering the flap operating range, extend flaps to 40° incrementally

5. Slow the aircraft to 60 mph +10/-0 mph

6. Increase power to approximately 2,000 RPM so as to maintain altitude

7. Utilize pitch to maintain airspeed (nose up slows the airspeed, nose down increases the airspeed) and power to maintain altitude (more power the airplane climbs, less it descends) Altitude must be held within +/-100 ft

8. Should the stall warning activate, increase speed promptly so as to stop the warning and maintain the new airspeed – verbally announce "stall warning, correcting"

9. Maneuver as directed by the evaluator (climb, turn, descend etc) while limiting bank angle to approx. 10° or less

RECOVERY – Use the following procedure for recovery from slow flight

1. Increase power to full and immediately retract the flaps to 25° (reduce by one click)

2. Reduce pitch attitude to increase speed

3. Maintain altitude +/- 100 feet

4. Retract the flaps fully upon passing 80 mph

5. Establish cruise speed and power / retrim as needed

PRO-TIP – Do not try to set power to 1500 perfectly during the setup, ballpark this. As you cherry pick an exact power setting, if you fixate on the tachometer, your altitude will suffer. Do apply flaps incrementally – Do NOT take all day doing it. About 2-3 seconds per each notch of flaps should suffice.

PRO-TIP – Do not wait until you attain 60 mph to begin adding power, start this around 70 mph, generally around 2,000 RPM will hold an altitude at a speed of 60 MPH. Trimming full aft will help with speed management, but will require resetting the trim when you recover.

9. POWER OFF STALL (ARRIVAL STALL)

SETUP – Use the following procedure for establishing a power off stall

1. Conduct clearing turns to check the area for traffic conflicts or obstructions

2. Establish the aircraft on a cardinal heading as directly into the known wind direction as possible or as directed by the evaluator

3. Reduce Power to 1500 rpm and maintain altitude by applying slight back pressure on the control wheel as airspeed reduces

4. Upon entering the flap operating range, extend flaps to 40° incrementally, ensuring that full flaps are set prior to reaching 80 MPH indicated airspeed

5. At 80 MPH indicated airspeed, lower the nose so as to maintain a descent at 80 MPH

6. Point to the altimeter and vertical speed indicator and verbally confirm "stabilized descent"

7. Reduce throttle to idle and pull slightly on the control yoke to raise the nose to a stalling pitch attitude

8. When the stall warning light activates, verbally acknowledge "Stall warning"

9. When the stall occurs, initiate recovery

RECOVERY – Use the following procedure for recovery from a power off stall

1. Increase power to full and lower the nose to slightly below a level sight picture

2. Immediately retract the flaps to 25° (reduce by one click)

3. As airspeed increases to 80 MPH retract the flaps fully to 0°

4. Increase the pitch attitude slightly, climb at 85 mph to your entry altitude and level off

5. Establish cruise speed and power / retrim as needed

PRO-TIP – While you do want to apply flaps incrementally, the airspeed will decay quickly between Vfe 115 mph and your target stabilized descent speed of 80 MPH, so the timing is everything. Do not yank the flaps to full straight away, but do not take a lot of time applying them either, you need to be flaps full before you reach 80 mph and begin the stabilized descent, this generally translates to applying one notch of flaps about every 2-3 seconds.

10. POWER ON STALL (DEPARUTRE STALL)

SETUP – Use the following procedure for establishing a power on stall

1. Conduct clearing turns to check the area for traffic conflicts or obstructions

2. Establish the aircraft on a cardinal heading as directly into the known wind direction as possible or as directed by the evaluator

3. Reduce Power to 1500 rpm and maintain altitude by applying slight back pressure on the control wheel as airspeed reduces

4. Upon reaching approximately 70 MPH increase power to 2200 RPM

5. Raise the nose to an exaggerated nose high attitude, remain coordinated with rudder

6. When the stall warning light activates, verbally acknowledge "Stall warning"

9. When the stall occurs, initiate recovery

RECOVERY – Use the following procedure for recovery from a power on stall

1. Increase power to full and lower the nose to slightly below a level sight picture

2. Establish cruise speed and power / retrim as needed, hold the new altitude +/- 100 ft

PRO-TIP – Ailerons gradually lose effectiveness as speed reduces, but, with the straight wing design of the Cherokee, some effectiveness will remain throughout the stall. If the aircraft tries to "break over" to the left or right during the stall, you cannot use aileron to correct this, as it will increase the roll rate in the unwanted direction by deepening the stall on the lower wing. Use rudder inputs instead by "stepping on the highest wing"

PRO-TIP – Do not confuse this maneuver with the power off stall. No flaps are used during this maneuver, it is important to remember the fundamental difference here; during this stall we simulate takeoff from approximately Vr. It might be a good idea to talk yourself through the maneuver before you execute it, this way any mistaking it for another procedure or maneuver might be easier to catch.

11. STEEP TURNS

SETUP – Use the following procedure for executing a steep turn

1. Conduct clearing turns to check the area for traffic conflicts or obstructions

2. Establish the aircraft on a cardinal heading as directly into the known wind direction as possible or as directed by the evaluator

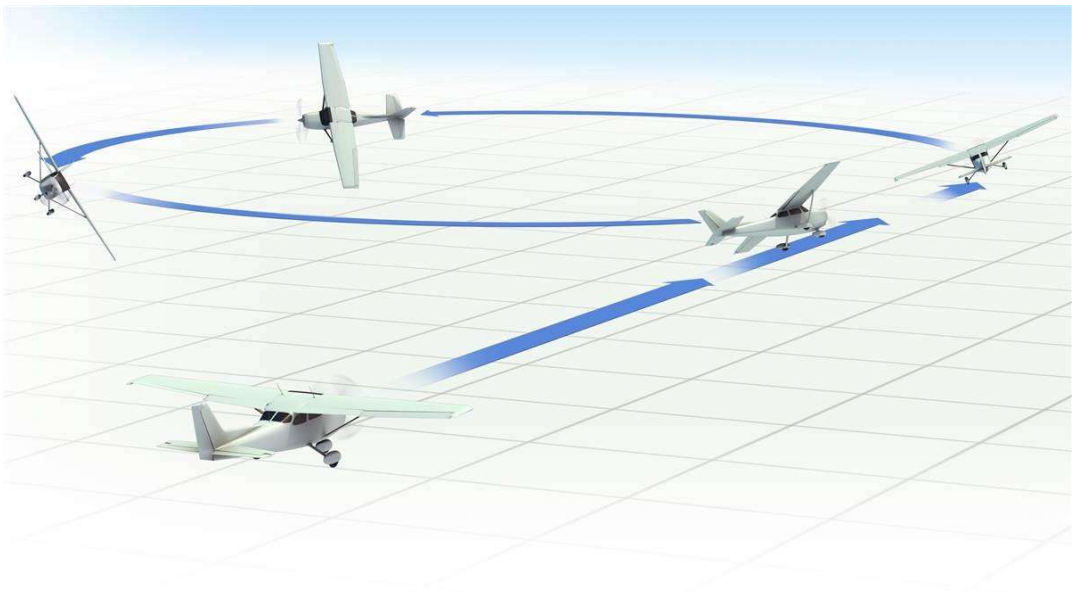
3. Establish the aircraft in cruise flight at 2,400 RPM at maneuvering speed of 127 MPH if max gross weight. (approx. 120 if light weight)

4. Using aileron and rudder, roll into a smooth 45° bank turn in the direction specified by the examiner, while simultaneously adding approximately 100 RPM to your power setting

5. Immediately apply two and a quarter swipes of nose up trim

6. Complete a 360° turn then roll out on the entry heading. Lead the roll out by 20° of heading, you should maintain the altitude +/- 100 feet throughout the maneuver

7. Re-trim the aircraft for straight and level flight



PRO-TIP – If you have trimmed approximately 2 ½ full swipes of nose up trim correctly, the airplane will take care of altitude for you, as long as you hold the bank angle accurately at 45° remember, you can roll 5° shallower if you begin sinking, or 5° steeper if you begin climbing.

PRO TIP – During the rollout, lead the desired heading 20° early and don't forget to lower the nose and re-trim for level flight so you don't "balloon" into a climb and bust altitude tolerances.

PRO TIP – Steps 4 and 5 above have to be completed relatively quickly, but also accurately! Don't take your time setting up for this.

12. TURNS AROUND A POINT

SETUP – Use the following procedure to set up for turns around a point

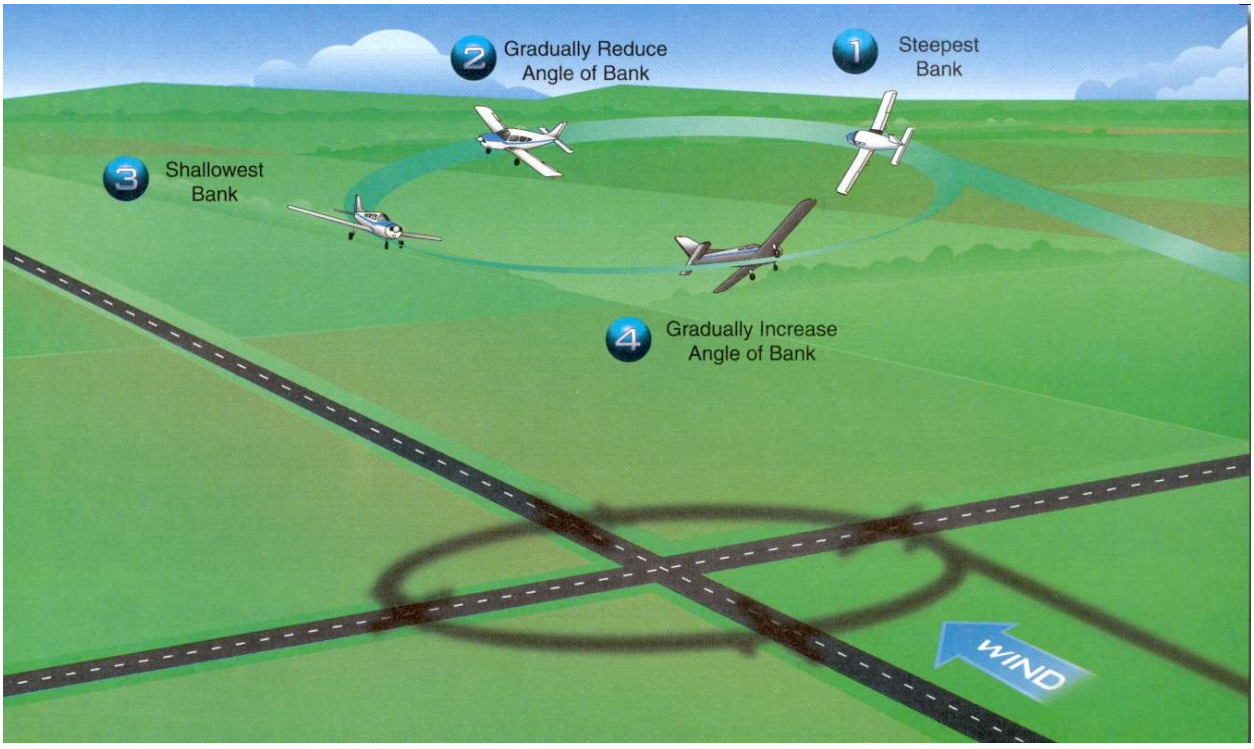
1. Conduct clearing turns to check the area for traffic conflicts or obstructions

2. Select a point suitable for executing a turn around a point, such as a house, water tower, barn, tree in the middle of a field etc.

3. Establish the aircraft in cruise flight at 2,400 RPM at maneuvering speed of 127 MPH if max gross weight. (approx. 120 if light weight) WITH A TAILWIND at approximately 1,000 feet above ground with the point approximately ¼ to ½ mile off the left wingtip

4. Circle the point in a left-hand turn correcting for wind drift using coordinated aileron and rudder inputs so as to maintain the same ground track distance away from the point on all sides

5. Circle the point a second time, or as directed by the evaluator, and depart the maneuver on the downwind leg (with a tailwind) at cruise power and on entry heading and altitude.



PRO TIP – Remember, you aren't trying to keep the point on the tip of the wing, you are trying to keep the ground distance from the point to your ground track roughly equal on all sides of the turn. Don't worry if the point isn't perfectly on the wingtip.

13. RECTANGULAR COURSE

SETUP – Use the following procedure to set up for rectangular course

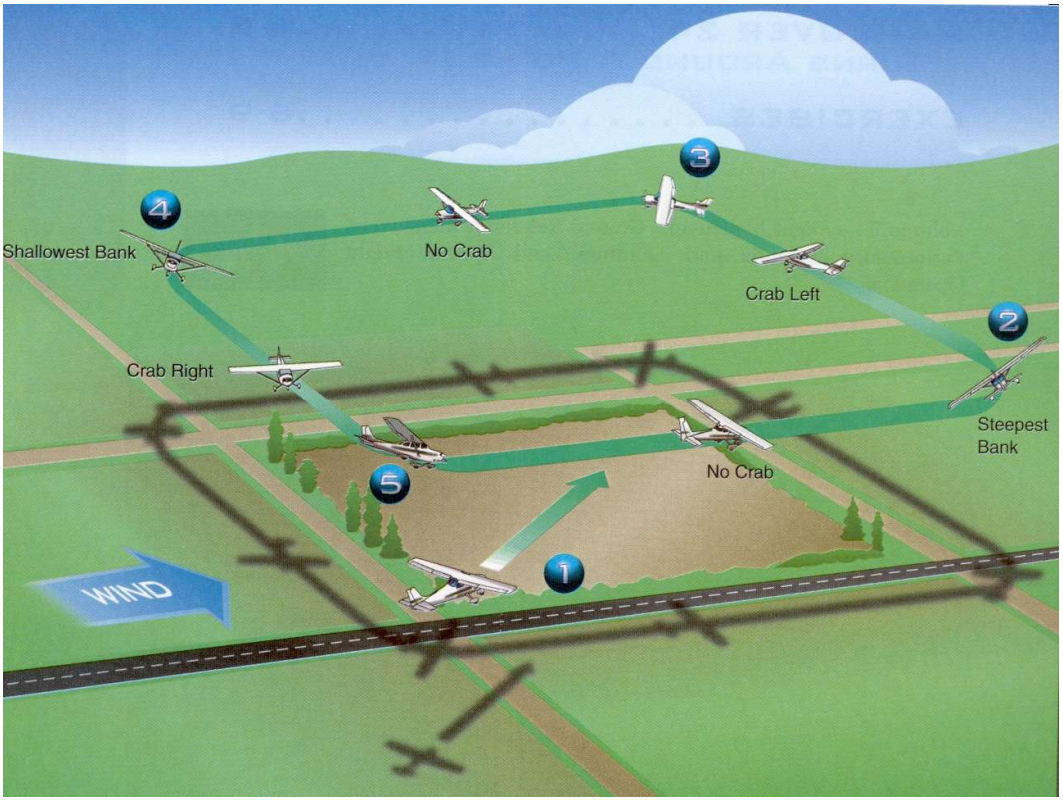
1. Conduct clearing turns to check the area for traffic conflicts or obstructions

2. Select a rectangular field suitable for executing the maneuver

3. Establish the aircraft in cruise flight at 2,400 RPM at maneuvering speed of 127 MPH if max gross weight. (approx. 120 if light weight) and enter at a 45° angle on the downwind side of the field. (see illustration)

4. Conduct the downwind, crosswind, upwind and base legs while maintaining a distance of ¼ to ½ mile on each leg away from the field

5. Once you have returned to the downwind leg, exit the maneuver at a 45° to the downwind



PRO TIP – Pay attention to environmental cues. Smoke columns from chimneys, powerplants, or burning leaves can help you determine wind direction. The "downwind side" will have you flying in the same direction the smoke is blowing toward. The upwind side will have you flying opposite the smoke direction (toward the source). This will help you pick a point, as well as help you know which sides will require the most crabbing angle.

14. S-TURNS

SETUP – Use the following procedure to set up for S-Turns

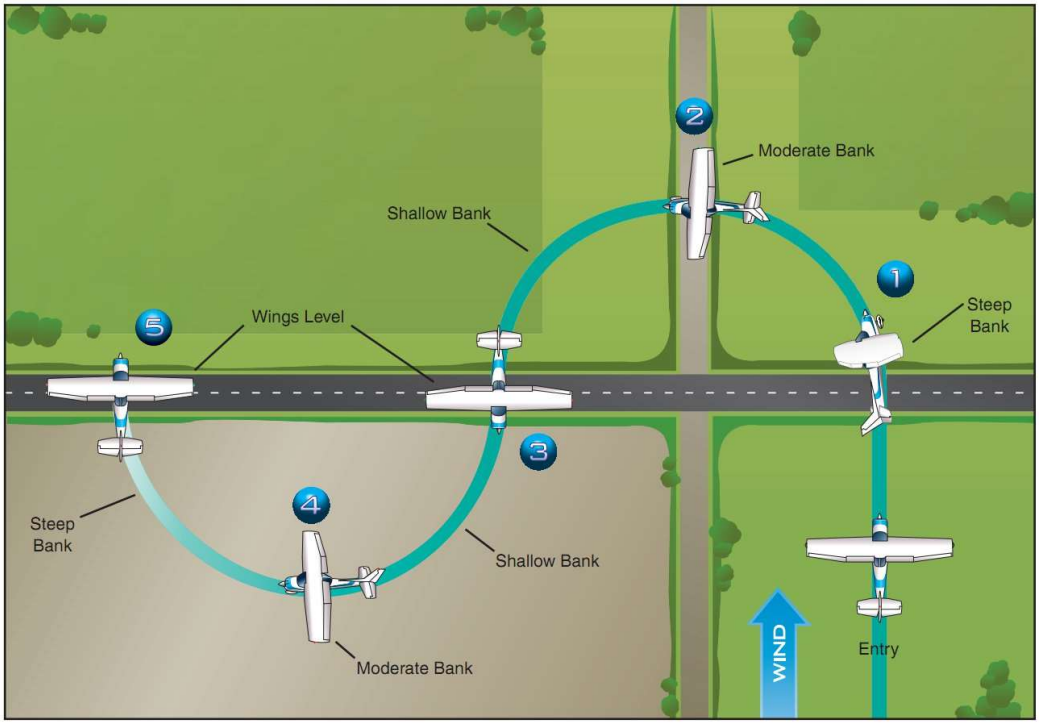
1. Conduct clearing turns to check the area for traffic conflicts or obstructions

2. Select a long straight object like a road, highway or powerlines that run perpendicular to the known wind suitable for executing the maneuver

3. Establish the aircraft in cruise flight at 2,400 RPM at maneuvering speed of 127 MPH if max gross weight. (approx. 120 if light weight) and enter the maneuver on the downwind (with a tailwind) crossing the road at a wings level attitude at a 90° angle

4. Make a turn to the left (or as specified by the evaluator). Your initial bank angle will be approximately 30° - nearing the apex of the turn parallel to the road, begin shallowing the bank angle slightly, note the distance from the road should be ¼ to ½ mile. Cross the road wings level and initiate a turn in the opposite direction.

5. Your turn during this leg will be shallow initially, approximately 10-15° bank angle, until you near the apex of the turn parallel to the road, you will begin steepening up so as to maintain a distance of approximately ¼ to ½ mile from the road. Cross the road wings level at a 90° angle



PRO TIP – Keep your head on a swivel, constantly dividing attention between the road, the distance, the bank angle, and the sight picture ahead. *This is a division of attention maneuver.*

PRO TIP – You will want the distance from the road to be the same at point 2 above, as it is at point 4 above in the illustration. With insufficient bank angles to correct for wind, distance from the road at point 2 will be too long, and point 4 will be too short.

NAVIGATIONAL SKILLSET

15. PILOAGE AND DEAD RECKONING

OBJECTIVE - Determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with pilotage and dead reckoning.

SKILL SET - You must satisfactorily demonstrate understanding of the following:

Pilotage and dead reckoning being the navigation from one point to another via reference to ground object check points and mathematical calculation of time, speed, distance, and wind correction angle so as to track across the surface of the Earth along a pre-determined path. Magnetic compass errors (acceleration, deceleration, deviation due to aircraft magnetic field etc).Topography, height of terrain, obstacles, risks.

Demonstrate the ability to selection an appropriate:

a. Route
b. Altitude(s)dependent upon flight direction
c. Checkpoints that can be easily identified from the air

Plotting a course, to include:
a. Determining heading, speed, and course
b. Wind correction angle
c. Estimating time, speed, and distance

True airspeed and density altitude
Power setting selection and performance charts.
Planned calculations versus actual observations and required corrections.

Demonstrate the ability to identify, assess and mitigate risks, including
a. Collision hazards, to include aircraft, terrain, obstacles and wires.
b. Distractions, loss of situational awareness, improper task management.

TOLERANCES – You must demonstrate your ability to complete the following tasks:

Prepare and use a navigational flight log.
Navigate by pilotage (visual reference to landmarks)
Navigate by means of pre-computed headings, groundspeeds, and elapsed time
Turns to assigned headings by reference to compass and/or heading indicator.
Verify your aircraft's position within a three nautical miles margin of error of the flight-planned route.
Arrive at the selected check points within a margin of error of five minutes of the initial or revised estimated time of arrival.
Based on known data, provide a reasonable estimated time of arrival at the destination

Maintain the selected altitude, ±200 feet and headings, ±15°.

PRO TIP – Use your wristwatch to measure the time between checkpoints. The timing should be started as you take the runway for the first leg. Be sure to record takeoff time on the nav log.

16. NAVIGATIONAL SYSTEMS

OBJECTIVE - determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with navigation systems and radar services available to pilots.

SKILL SET – You will be required to demonstrate knowledge of the following:

How to use ground-based navigation (operating onboard equipment to track and intercept a VOR, locating position of the aircraft by reference to VOR, navigation to a VOR).

Satellite-based navigation ie. GPS

Knowledge of radar assistance to VFR aircraft (e.g., operations, equipment, available services, traffic advisories, flight following).

Transponder codes and modes.

Demonstrate the ability to identify, assess and mitigate risks, encompassing:

a. Failure to manage automated navigation and auto flight systems. (risks associated with) if the aircraft is equipped with auto pilot

b. Distractions, loss of situational awareness, and/or improper task management.

c. Limitations of the navigation system in use (line of site, weather etc).

TOLERANCES – You must demonstrate your ability to complete the following tasks:

Use any or all of the available navigational equipment aboard the aircraft
Determine the airplane's position using said navigation systems.
Intercept and track a given course, radial, or bearing, as appropriate.
Recognize and describe the indication of station or waypoint passage, if appropriate. (such as when crossing a VOR)
Recognize signal loss and take appropriate action should signal become lost.
Use proper communication procedures when utilizing radar services if utilized during the flight.
Maintain the appropriate altitude, ±200 feet and heading ±15°.

17. DIVERT TO AN ALTERNATE AIRPORT

OBJECTIVE - Determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with diversion.

SKILL SET – You will be required to demonstrate knowledge of the following:

Selecting an alternate destination from the sectional chart.

Understand situations that require deviations from flight plan and/or ATC instructions (weather, emergencies, medical emergencies, malfunctions.)

Demonstrate the ability to identify, assess and mitigate risks, including:

a. Collision hazards, to include aircraft, terrain, obstacles, and wires.

b. Distractions, loss of situational awareness, and/or improper task management.

c. Failure to make a timely decision to divert.

d. Failure to select an appropriate airport.

e. Failure to utilize all available resources (e.g., automation, ATC, and flight deck planning aids).

TOLERANCES – You must demonstrate your ability to complete the following tasks:

Select a suitable airport and route for diversion

Make a reasonable estimate of heading, groundspeed, arrival time, and fuel consumption to the divert airport.

Maintain the appropriate altitude, ±200 feet and heading, ±15°.

Update/interpret weather in flight.

PRO TIP – Before you takeoff on the cross-country portion of your check ride, have your flight computer and plotter handily accessible in a side pocket or in your kneeboard.

PRO TIP – While you may be familiar with the area, the evaluator wants to see you perform this task as if you were not familiar with the area. Place the plotter on the chart and draw a line from your approximate present position to the new destination, then use your plotter to determine a rough true course. Based on your present ground speed, use the E6B to come up with a rough estimated time to reach the alternate, then figure a rough fuel requirement based on a conservative 10 gallons per hour

18. LOST PROCEDURES

OBJECTIVE - Determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with lost procedures and taking appropriate steps to achieve a satisfactory outcome if lost.

SKILL SET – You must demonstrate an understanding of the following:

Methods to determine position. (Climb, Conserve, Communicate, Confess and Comply. Radio triangulation etc.)

Identify what assistance is available if lost (e.g., radar services, communication procedures).

a. Collision hazards, to include aircraft, terrain, obstacles, and wires.

b. Distractions, loss of situational awareness, and/or improper task management.

c. Failure to record times over waypoints. (risks associated with)

d. Failure to seek assistance or declare an emergency

TOLERANCES – You must demonstrate your ability to complete the following tasks:

Use an appropriate method to determine aircraft position.

Maintain an appropriate heading and climb as necessary.

Identify prominent landmarks visually and correctly.

Use navigation systems/facilities and/or contact an ATC facility for assistance.

BASIC ATTITUDE INSTRUMENT FLYING

19. CONSTANT AIRSPEED CLIMBS

OBJECTIVE – Demonstrate that the applicant exhibits satisfactory knowledge, risk management, and skills associated with attitude instrument flying during constant airspeed climbs.

SKILL SET – You will be required to demonstrate knowledge of the following:

Flight instruments as related to:

a. Sensitivity, limitations, and potential errors in unusual attitudes

b. Correlation concept (pitch instruments/bank instruments)

c. Function and operation of instruments

d. Proper instrument cross-check techniques

The applicant demonstrates the ability to identify, assess and mitigate risks, including:

a. Instrument flying hazards to include failure to maintain VFR, spatial disorientation, loss of control, fatigue, stress, and emergency off airport landings.

b. Failure to seek assistance or declare an emergency in a deteriorating situation. (risks associated with)

c. Collision hazards, to include aircraft, terrain, obstacles, and wires.

d. Distractions, loss of situational awareness, and/or improper task management.

TOLERANCES – You must demonstrate a constant airspeed climb solely by reference to the instruments, under a view limiting device, within the listed parameters. Transition to the climb pitch attitude and power setting on an assigned heading using proper instrument cross-check and interpretation, and coordinated flight control application. Demonstrate climbs solely by reference to instruments at a constant airspeed to specific altitudes in straight flight and turns. Level off at the assigned altitude and maintain altitude ±200 feet, heading ±20° and airspeed ±10 knots.

SETUP – use the following procedure to establish a constant airspeed climb

1. Advance power to full while maintaining a wings level flight attitude on the attitude indicator

2. Pitch up to approximately one bar width above the horizon on the attitude indicator.

3. Confirm climb indication on the VSI, speed reduction to Vy 85 mph on the airspeed indicator and an increase in altitude on the altimeter

4. Cross check instruments to attitude and compare indications

5. As speed slows maintain pitch attitude for VY 85 mph

6. Continue to climb at VY to the desired altitude

7. The evaluator may or may not request a turn during the climb

RECOVERY – use the following procedure to recover from a constant airspeed climb

1. Lower the nose to level by reference to the attitude indicator

2. Confirm a reversing of trend in the VSI, an increase in airspeed on the airspeed indicator and climb cessation on the altimeter

5. Reduce power to cruise setting 2400 rpm

6. Cross check instruments and maintain level flight

PRO TIP – If a constant airspeed climb is requested by the evaluator, airspeed indication is the primary source of your climb data. Keep the wings level, and the heading tight, but remember that pitch controls airspeed when slow, use gentle pitch inputs to make small corrections to speed and maintain Vy 85 mph in the climb.

PRO TIP – If a constant RATE climb is requested by the evaluator, remember the VSI lags behind in its indications… don't chase the needle!

20. CONSTANT AIRSPEED DESCENT

OBJECTIVE - Determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with attitude instrument flying during constant airspeed descents.

SKILL SET – You will be required to demonstrate understanding of the following:
Flight instruments as related to:

a. Sensitivity, limitations, and potential errors in unusual attitudes

b. Correlation Concept (pitch instruments/bank instruments)
c. Function and operation
d. Proper instrument cross-check techniques

Demonstrate the ability to identify, assess and mitigate risks, including:

a. Instrument flying hazards to include failure to maintain VFR, spatial disorientation, loss of control, fatigue, stress, and emergency off airport landings.

b. Failure to seek assistance or declare an emergency in a deteriorating situation. (risks associated with)

c. Collision hazards, to include aircraft, terrain, obstacles, and wires.

d. Distractions, loss of situational awareness, and/or improper task management.

TOLERANCES – You must demonstrate a constant airspeed descent solely by reference to the instruments, under a view limiting device, within the listed parameters. Transition to the descent pitch attitude and power setting on an assigned heading using proper instrument cross-check and interpretation, and coordinated flight control application. Demonstrate descents solely by reference to instruments at a constant airspeed to specific altitudes in straight flight and turns. Level off at the assigned altitude and maintain altitude ±200 feet, heading ±20° and airspeed ±10 knots.

SETUP – use the following procedure to establish a constant airspeed descent

1. Reduce Power to approx. 2000 RPM while maintaining a wings level flight attitude on the attitude indicator

2. Pitch down to approximately one bar width below the horizon on the attitude indicator.

3. Confirm descent indication on the VSI, airspeed increase on the airspeed indicator and altitude reduction on the altimeter

4. Cross check instruments to attitude and compare indications
5. As speed increases, maintain pitch attitude to maintain the desired descent speed approx. 120 mph

6. adjust pitch and/or power to adjust sink rate as needed

7. The evaluator may or may not request a turn during the descent

RECOVERY – use the following procedure to recover from a constant airspeed descent

1. Raise the nose to level by reference to the attitude indicator

2. Confirm a reversing of trend in the VSI, a decrease in airspeed in the airspeed indicator and that the altimeter has ceased its descent

3. Increase power to cruise setting of 2400 RPM

4. Cross check instruments and maintain level flight

PRO TIP – If a constant airspeed descent is requested by the evaluator, airspeed indication is the primary source of your descent data. Keep the wings level, and the heading tight, but remember that pitch controls airspeed when slow, use gentle pitch inputs to make small corrections to speed and maintain about 120 mph in the descent. If 120 mph results in an excessive sink rate of more than 1,000 feet per minute, simply add a couple hundred RPM and adjust pitch for 120 mph.

PRO TIP – If a constant RATE descent is requested by the evaluator, remember the VSI lags behind in its indications… don't chase the needle! If you add a smal amount of power, this will force you to adjust the nose up slightly to keep the speed of 120 mph thus resulting in a lower sink rate. Power adjustments of 100-200 RPM either increased or decreased will have an impact on the descent rate. More power reduces the sink, less power increases the sink rate.

EMERGENCY OPERATIONS

21. EMERGENCY APPROACH AND LANDING

OBJECTIVE - determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with emergency approach and landing procedures.

SKILL SET - The applicant demonstrates understanding of the following:

Immediate action items and emergency procedures. Airspeed, to include importance of best glide speed and its relationship to distance. Difference between best glide speed and minimum sink speed. Effects of atmospheric conditions, including wind, on emergency approach and landing. Stabilized approach, to include concepts of energy management. ELTs and/or other emergency locating devices. ATC services to aircraft in distress.

Demonstrate the ability to identify, assess and mitigate risks, including:

a. Failure to consider altitude, wind, terrain, obstructions, and available landing distance.

b. Failure to plan and follow a flightpath to the selected landing area.

c. Collision hazards, to include aircraft, terrain, obstacles, and wires.

d. Improper aircraft configuration.

e. Low altitude maneuvering/stall/spin.

f. Distractions, loss of situational awareness, and/or improper task management.

TOLERANCES – you will be required to execute an emergency approach and landing under simulated emergency conditions within the following parameters:

Establish and maintain the recommended best glide airspeed, ±10 knots.

Configure the airplane in accordance with POH/AFM and existing circumstances.

Select a suitable landing area considering altitude, wind, terrain, obstructions, and available glide distance.

Plan and follow a flightpath to the selected landing area and prepare for landing as specified by the evaluator.

Complete the appropriate checklist.

NOTE: emergency memory items, check list use and good judgement are critical factors in the evaluation of your execution of the emergency approach and landing. Normally, evaluators utilize a simulated engine failure at maneuvering altitude by pulling the throttle to idle in flight and announcing “Simulated Engine Failure”

Emergency Memory Items

1. Promptly and effectively establish best glide speed (80 MPH) and trim for the new airspeed
2. Mixture - RICH
3. Fuel Pump – ON
4. Fuel Valve – SWITCH TANKS
5. Ignition Switches - CHECKED
6. Primer - LOCKED
7. Throttle - CHECKED
8. Carburetor heat – ON
9. Attempt engine start
9. Mention use of 121.50 for mayday if situation warrants
10. Mention squawk code of 7700 as warranted
11. Refer to written checklist

PRO TIP – If your examiner gives you a "partial engine failure" of just a few hundred RPM, you can almost guarantee that any adjustment to power that you make from there, will result in them transitioning to a total power loss. Fly the airplane to the nearest point of intended landing at whatever the resultant airspeed is at the lower power setting. But avoid pulling power until you have the runway made, as a reduction in power, will guarantee the evaluator pulling the throttle to idle at that poin.t.

PRO TIP – You can fix being slightly high with slips and S-turns along final… nothing will fix being low. Manage your energy and judge your height smartly as you approach the field to land.

PRO TIP – Don't be too worried if you are going to land long down the runway a bit. Careening through the fence at the other end is way more survivable than a "vertical rate" impact with the ground and your evaluator will appreciate that you know not to try to dive on the runway.

PRO TIP – Reserve flap use for when you know you have the runway made, a common error is applying too much flaps too early which increases sink rate and reduces the odds you'll make it to the intended landing site.

THE CHECK RIDE PROCESS

YOUR RESPONSIBILITIES:

You are the "*applicant*" during the check ride and will be the Pilot in Command during the conduct of the ride. You will be responsible for mastering the established standards for knowledge, skill, and risk management elements in all Tasks appropriate to the certificate and rating sought.

You should use this Flight Maneuvers and Skill Set Guide as a reference while studying and preparing for the check ride. The information within this book is supplemental to the official FAA Airman Certification Standards (ACS). This Book is meant to help you develop an understanding of what is required of you in order to pass your practical test (Check Ride).

YOUR INSTRUCTOR'S RESPONSIBILITIES:

Your flight instructor is responsible for training you to a point that you are able to satisfy all of the established standards for knowledge, skill, and risk management elements in each of the tasks appropriate to the certificate and rating sought. The instructor should use this Flight Maneuvers and Skill Set Guide or other established Syllabus structures as a way of preparing you to take the practical test (Check Ride).

YOUR EXAMINER'S RESPONSIBILITIES:

Your examiner will conduct the practical test and is responsible for determining that you meet the established standards of aeronautical knowledge, skills (flight proficiency), and risk management for the tasks related to the certificate or rating sought. This responsibility also includes verifying the experience requirements specified for a certificate or rating. Prior to beginning the practical test, the evaluator must determine that you meet FAA Aviation English Language Standards by verifying that he or she can understand ATC instructions and communicate in English at a level that is understandable to ATC and other pilots.

The evaluator should utilize a "plan of action" which must include a scenario or multiple scenarios which are meant to evaluates as many of the required Areas of Operation and Tasks as possible. As the scenario unfolds during the test, the evaluator will introduce problems and emergencies that you must manage. Be aware that the examiner will make every effort to make the practical test efficient. As such, some areas of the task may be tested orally during the oral exam portion of the check ride, while other areas of a given task would be completed in flight. The evaluator will be required to assess your abilities on all skill elements for each task selected for your check ride. The evaluator is not expected to test every single element in a specific task, however, they do have the discretion to sample specific areas of each task to focus upon until satisfied that you appear to have mastered the task.

If the evaluator is unable to make a conclusive determination as to whether or not a specific task or maneuver satisfied the requirements of the Airman Certification Standards, or if for influence of some outside force beyond your control, the task was rendered incomplete (such as traffic, or ATC instruction etc) the evaluator must require you to repeat the task or incomplete portions of the task until satisfied with your knowledge of the task or your ability to execute the task. The practice of a task, the instruction of the evaluator on how to perform a task or the repeat of a task which was unsatisfactory are not permitted on the check ride.

SEQUENCE OF EVENTS

The check ride is designed to flow in a sequence of events which completes the evaluation of the candidate in an efficient and cost-effective manner. The check ride will consist of four phases. These are as follows:

PRE-TESTING PHASE – During the pre-testing phase, the applicant and instructor will meet with the examiner. The examiner will evaluate all testing documentation for accuracy and confirm that all documentation is completed accurately. This includes but may not be limited to, accurate completion of your IACRA license application, confirmation that you meet the requirements and have completed all requisite training. The examiner will request that you locate these certain items in your logbook to prove that you are qualified for the license sought. Be familiar with milestones and experience requirements that were logged in your logbook such as instrument training, long cross-country flight, solo flights etc. and KNOW the requirements for the license sought. Total time, solo time, dual time, night time and other requirements must be memorized.

ORAL EXAM PHASE – During the oral exam phase, the examiner and applicant will generally be the only individuals in the room. At this time, the examiner will begin to ask you a series of questions, and provide you with a series of scenarios for you to answer and think your way through. Some of the questions will be direct such as "How much horsepower does the aircraft's engine produce?" other questions will be more involved such as "Tell me what the required maintenance items are for the aircraft and show me in the aircraft logbooks where these items were most recently completed." Or "you're flying into Beaumont, Texas and the sun is setting, the temperature is 52, the dewpoint is 51, what kind of weather can you anticipate on arrival to the airport?". Generally, it is a good idea to refrain from over informing your examiner. An excellent check ride strategy is to provide clear, concise yes and no type answers or answers that directly answer the question specifically posed by the examiner without inundating them with superfluous information. Less is more.

FLIGHT PHASE – Once the oral exam has been successfully completed, the examiner and the applicant will proceed to the flight phase of the check ride. You are being evaluated on all aspects of your ability to serve as PIC from the moment you approach the aircraft on foot. There may be no clear indication that testing has started, so it is important that you maintain a mind set of "Pilot in command behavior" during the oral, and continue that mindset through to the conclusion of the check ride. During the flight phase, your examiner will not only be administering the check ride officially, but will serve as a passenger, meaning, you will be responsible for briefing them on use of doors, seatbelts, emergency exits or equipment. It is important not to overlook seatbelt and exit briefings. You should be providing this information to passengers by law, and your failure to provide this information to your examiner, despite their years of experience aboard general aviation aircraft, may leave them with questions as to whether or not you would make such assumptions about passengers.
The flight phase is normally conducted in a fashion similar to the following:

1. Conduct preflight inspection while utilizing checklist, answer any evaluator questions about the aircraft that they may have during your preflight. If you find their questions to be distracting you from the preflight inspection, do not hesitate to ask them politely to wait until you are at a less critical juncture to pose questions about the airplane.

2. Engine start and after engine start via the check list procedure

3. Selection of appropriate runway given the wind, taxi to said runway, avoid use of checklists while in motion.

4. run up via the check list procedure

5. Normal takeoff with a departure on your cross-country portion of the check ride, successfully navigate to first and second check point.

6. Upon reaching second check point encounter a simulated emergency, this could be medical, engine trouble, fuel shortage etc, you will be tested on diverting to an alternate airport. provide an estimated heading, and time to reach the destination, tune in appropriate radio frequencies etc.

7. Following landing at your alternate airport, climb to approximately 3,000 feet and complete slow flight, steep turns, power on and power off stalls.

8. Descend to 600-1000 agl and complete ground reference maneuvers at discretion of examiner. Some but not all examiners will count pattern work as the rectangular course
if they are satisfied with your ability to fly a square pattern at the airport during your takeoffs and landings.

9. Navigate back to the airport and conduct any landing of the examiner's choice, enter the pattern correctly.

10. complete Short and Soft Field Landings and Takeoffs, Slips and Go around

11. Taxi to the ramp and secure the aircraft with tie downs, pitot cover and chocks etc if vailable and complete a post flight walkaround.

POST FLIGHT PHASE – Once the flight has concluded and you are back on the ground, you will be evaluated on your ability to secure the aircraft and ensure no part of it was damaged during the flight. Strict adherence to the check ride should guarantee no items are overlooked. Once the aircraft is secured, a debriefing will occur between you, the examiner, and the instructor. Following the debriefing, a temporary airman certificate will be typed on site and issued to you. Your hard copy will arrive by mail within the next 120 days. At this point, your check ride is concluded and you have achieved private pilot certification.

UNSATISFACTORY STATUS OF THE CHECK RIDE

If, during the check ride, the examiner determines that your skill or knowledge of a task is unsatisfactory, the examiner is required to inform you immediately of such a status. The examiner should end the check ride immediately upon entering into an unsatisfactory status. You may elect to continue the check ride if the examiner offers, but the examination can only continue with your consent. You will be retrained on the area marked unsatisfactory. The check ride will be repeated. All areas previously found to be satisfactory will not generally be re-tested by the evaluator, however, an evaluator has the discretion to retest you on any or all of the previously tested tasks regardless of whether or not you were originally found competent in their performance. Under normal circumstances, only the unsatisfactory area is to be retested, meaning, all previously satisfactory items are still considered so, even on the subsequent attempt.

SATISFACTORY STATUS OF THE CHECK RIDE

With it in mind that you must be notified of an unsatisfactory outcome at the specific point and time that the unsatisfactory outcome occurred, it should be noted that by default, the continuation of the check ride from one task to the next, is automatically conducted in a “pass status”. As long as the flight continues from one maneuver or skill set to the next fluidly, without the examiner informing you of an unsatisfactory event, you are in a “passing” status. Your satisfactory performance will result in the issuance of a temporary certificate.

DISCONTINUANCE OF THE CHECK RIDE

It may be necessary to discontinue the check ride for some purpose other than unsatisfactory performance such as an equipment failure, deteriorating weather, illness etc. In the event of a discontinuance, the examiner must return all test paperwork to you. The examiner must prepare, sign, and issue a Letter of Discontinuance that lists all Areas of Operation that you have successfully completed and the time period remaining to complete the test. The examiner should advise you to present the Letter of Discontinuance to the examiner when the practical test resumes in order to receive credit for the items successfully completed. Discontinuance is an extremely rare occurrence, though it can take place.