

In The Beginning

- Check how many hours remains for next 100h inspection and check squawk before take airplane.
- Perform pre-flight inspection using check list. Report to the front desk if you need fuel, oil or found something need to be checked by mechanic.
- If the hobbs meter doesn't much with the one in the tach sheet, report to front desk or instructor before start the engine.
- Pull out the airplane with tow bar before start the engine. Use tow bar by one hand and pull the airplane by other hand. After pull out, make sure tow bar is stored in the baggage compartment.
- Do not grab the dash board or post to adjust the seat position. Grab the bottom of instrument panel or window frame.
- Use both hand to open the door. Sometimes the wind blow out the door.
- Do not put anything on the dash board. It will make scratch on the window shield and affect magnetic compass deviation.
- After secure the seat belt and shoulder harness, put the remaining belt in between the legs.
- The toes must be kept at the bottom of the rudder pedal unless it is necessary to use the brake. Try to minimize the use of the brake during taxi.
- Make tear drop entry and take #1 spot in run up area if possible to maximize the run up area.
- Before landing, make sure toes don't touch the brakes.
- After landing, perform after landing check list.
- After come back to the parking, keep airplane parallel to the center line. DO NOT TURN in the parking row.
- Use tow bar to park the airplane. NEVER push the tail and move the airplane. Instructor must help the student to park the airplane.
- Use securing check list.
- If the hobbs meter stop in the middle of two numbers, take higher number.
- If you find any deficiency, make entry in the squawk sheet and report to the front desk.

Before Maneuver Check

1. Seat belt, harness-Fasten.
2. Fuel selector valve-Fullest tank.
3. Mixture-Rich.
4. Carburetor heat-Off
5. Ignition switch-Both
6. Master switch-On
7. Primer-Lock

Clearing turn

Complete 90 degrees turn to the left, and 90 degrees turn to the right. Depend on the airspace and terrain, right turn may be the first. Watch the blind spot on the left, right, behind and below. Bank should be 15 to 20 degrees.

Slow Flight

Entry

1. Throttle-1500 RPM, maintain altitude.

As you reduce power, you should anticipate pitch down and yaw to the right. Don't watch tachometer needle to move from cruise to 1500RPM. Look at the horizon and cowling as you use peripheral vision. Adjust control pressure to avoid nose from dropping and adjust rudder to keep the heading constant.

2. Airspeed 85kt-Flap 10
75kt-Flap 25
65kt-Flap 40

The extension of flap cause nose to move down. Anticipate this and you need to add slight back pressure on the control wheel to avoid this. Watch horizon and cowling. Don't fix your eyes on the airspeed indicator and the flap switch. After you set full flap, you need to apply back pressure to keep the altitude constant.

3. Airspeed 40kt-2000 RPM

Add right rudder as you add power to compensate the left turning tendency. PTS require you to maintain minimum controllable airspeed which is almost 41 kt for Cherokee 140. However, you need to be able to fly at any speed. Use trim. After this point, generally, pitch controls airspeed and power controls altitude. Remember the pitch attitude which gives you 41 kt.

Climb

Apply full power. Adjust pitch to maintain the airspeed. Add right rudder to maintain the heading. For level off, reduce power necessary to maintain the altitude. Adjust pitch to maintain the airspeed.

Descent

Reduce power as necessary. Adjust pitch to maintain the airspeed. Reduce right rudder to maintain the heading. For level off, add power necessary to maintain the altitude. Adjust pitch to maintain the airspeed. Add right rudder to compensate the left turning tendency.

Turn

Use 10 degrees bank. For the right turn, you need to use more right rudder because of the left turning tendency. On the other hand, the left turn dose not require much left rudder. Just reduce right rudder a little bit.

Recovery

1. Throttle-Full, maintain the altitude.

Add right rudder to compensate the left turning tendency. Adjust pitch "gradually" to maintain the altitude. Don't push nose down quickly. Pitch should be changed slowly from slow flight attitude(high) to cruise attitude(level). Look at the horizon and cowling as you scan the altimeter.

2. Carburetor heat-Off, Flap-25
3. Airspeed 66kt-Flap 10
4. Airspeed 70kt-Flap Up

The flap retraction cause the nose to move up. You need to anticipate and add forward pressure as necessary to maintain the altitude. As airspeed increases, you don't need much right rudder anymore. Reduce right rudder as needed.

5. Airspeed 80kt-Throttle Cruise Return to cruise flight. Use trim.

Power Off Stall

Entry

1. Throttle-1500 RPM
Maintain altitude
2. Airspeed 85kt-Flap 10
75kt-Flap 25
65kt-Flap 40
1 through 3 are same as slow flight.
3. Start descend at 60 kt
4. Throttle-Idle Increase back pressure to keep altitude to reach stall.
If you do this too gentle, it will not stall because the airflow over the elevator is too slow to create enough tail down force to cause stall.

Recovery

1. Release back pressure.
You don't need to push nose down too steep.
2. Throttle-Full, Maintain level flight attitude.
Don't look inside the cockpit. Your right hand is already on the throttle. Just move it forward. Look horizon and cowling. Adjust control pressure to establish level flight attitude.
3. Flap-25
After retract the flap to 25, return your right hand on the throttle. Wait for the airspeed to increase as you maintain level flight attitude.
4. Airspeed 66 kt(V_x), Climb attitude
Look at horizon and the cowling to establish normal climb attitude. And wait.
5. Positive climb-Flap 10
Avoid pitch change caused by flap retraction.
6. Airspeed 75kt(V_y)-Flap Up
7. Level off, Airspeed 80kt-Throttle Cruise

Power On Stall

Entry

1. Throttle-1500 RPM
Maintain altitude
2. Airspeed 66 kt-Throttle Full, Climb attitude (slightly higher than normal climb attitude)
No need to pull nose up very high. If the nose is too high, it will drop a lot and lose excessive altitude after stall. To avoid this, maintain the pitch slightly higher than normal climb attitude at which airspeed is decreasing gradually (about 15 degrees up). Add back pressure to keep this pitch attitude constant as airspeed decrease. Look at the horizon on the both side of the cowling to judge your attitude. Also, add right rudder as airspeed goes down to keep coordinate.

Recovery

1. Release back pressure
2. Maintain level flight attitude.
Release back pressure gently to return to the level pitch. Wait for the airspeed to increase.
3. Airspeed 66kt(V_x), Climb attitude
4. Positive climb-Airspeed 75kt(V_y)-Level off.
Since the power on stall is the simulation of the departure stall, the altitude you begin this maneuver is the airport elevation. During recovery, you shouldn't go below the original altitude. If you do so, that mean you crash on the ground. You should finish this maneuver at higher altitude than you begin.
5. Airspeed 80kt-Throttle Cruise

Power On Stall (Turning)

Entry

1. Throttle-1500 RPM
Maintain altitude
2. Airspeed 66kt-Throttle Full, Carb heat-Off, Climb attitude with 20 degrees bank into desired direction (slightly higher than normal climb attitude)

Recovery

1. Maintain level flight attitude
2. Airspeed 66kt(V_x), Climb attitude
3. Positive climb
4. Airspeed 75kt(V_y)-Level off
5. Airspeed 80kt-Throttle Cruise

Accelerated Stall (Commercial pilot)

Entry

1. Throttle-1,500 RPM
 Maintain altitude
2. 45 degrees bank coordinated turn
3. Increase back pressure to reach stall

Recovery at Buffet

1. Release back pressure
2. Increase power to cruise
3. Bank-Zero.
4. Return to level flight

Secondly Stall (demonstrated-CFI only)

Entry

1. Throttle-1500RPM
Maintain altitude
Airspeed
85kt-Flap 10
75kt-Flap 25
65kt-Flap 40
2. Start descend at 65kt
3. Throttle-idle. Increase back pressure to keep altitude to reach stall.
4. Stall indication, release back pressure.
5. Increase back pressure abruptly.

Recovery

1. Release back pressure.
You don't need to push nose down too steep.
2. Throttle-Full, Maintain level flight attitude.
Don't look inside the cockpit. Your right hand is already on the throttle. Just move it forward. Look horizon and cowling. Adjust control pressure to establish level flight attitude.
3. Flap-25
After retract the flap to 25, return your right hand on the throttle. Wait for the airspeed to increase as you maintain level flight attitude.
4. Airspeed 66kt (V_x), Climb attitude
Look at horizon and the cowling to establish normal climb attitude. And wait.
5. Positive climb-Landing gear-Up, Flap 10
Avoid pitch change caused by flap retraction.
6. Airspeed 75kt (V_y)-Flap Up
7. Level off, Airspeed 80kt-Throttle- Cruise,

Elevator Trim Stall (demonstrated-CFI only)**Entry**

1. Throttle-1500RPM
Maintain altitudeAirspeed
85kt-Flap 10
75kt-Flap 25
65kt-Flap 40
2. Start descend at 65kt
3. Set trim for pitch up
4. Throttle-Full, simulating go-around.

Recovery

1. Apply forward pressure for level pitch attitude.
You don't need to push nose down too steep.
2. Flap-25
After retract the flap to 25, return your right hand on the throttle. Wait for the airspeed to increase as you maintain level flight attitude.
3. Airspeed 66kt (V_x), Climb attitude
Look at horizon and the cowling to establish normal climb attitude. And wait.
4. Positive climb-Landing gear-Up, Flap 10
Avoid pitch change caused by flap retraction.
5. Airspeed 75kt (V_y)-Flap Up
6. Level off, Airspeed 80kt-Throttle- Cruise,

Crossed Control Stall (demonstrated- CFI only)

Entry

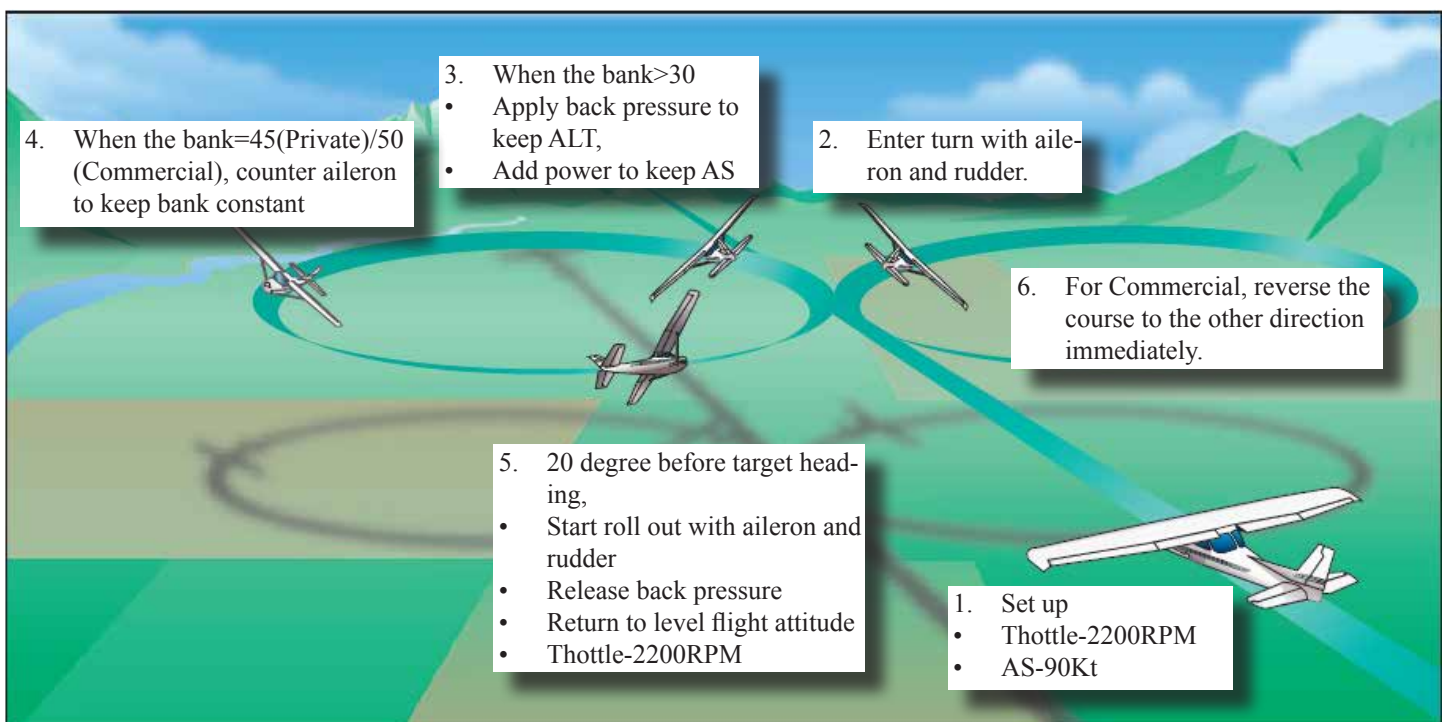
1. Throttle-Idle
 Maintain altitude
2. Start descend at 70kt
3. Enter turn..
 - Increase rudder input in the direction of turn.
 - Use opposite aileron to decrease bank.
 - Increase back pressure to keep altitude to reach stall.

Recovery

1. Release back pressure.
 You don't need to push nose down too steep.
2. Throttle-Full, Maintain level flight attitude.
 Don't look inside the cockpit. Your right hand is already on the throttle. Just move it forward. Look horizon and cowling. Adjust control pressure to establish level flight attitude.
3. Carb heat-Off
4. Airspeed 66kt (V_x), Climb attitude
 Look at horizon and the cowling to establish normal climb attitude. And wait.
5. Positive climb
6. Climb at 75kt (V_y)
7. Level off, Airspeed 80kt, Throttle-Cruise,

Steep Turn

1. Set up
 - Thottle-2200RPM”
 - AS-90Kt
2. Enter turn with aileron and rudder.
3. When the bank>30
 - Apply back pressure to keep ALT,
 - Add power to keep AS
4. When the bank=45(Private)/50(Commercial), counter aileron to keep bank constant
5. 20 degree before target heading,
 - Start roll out with aileron and rudder
 - Release back pressure
 - Return to level flight attitude
 - Thottle-2200RPM”
6. For Commercial, reverse the course to the other direction immediately.



Steep Spiral (commercial pilot)

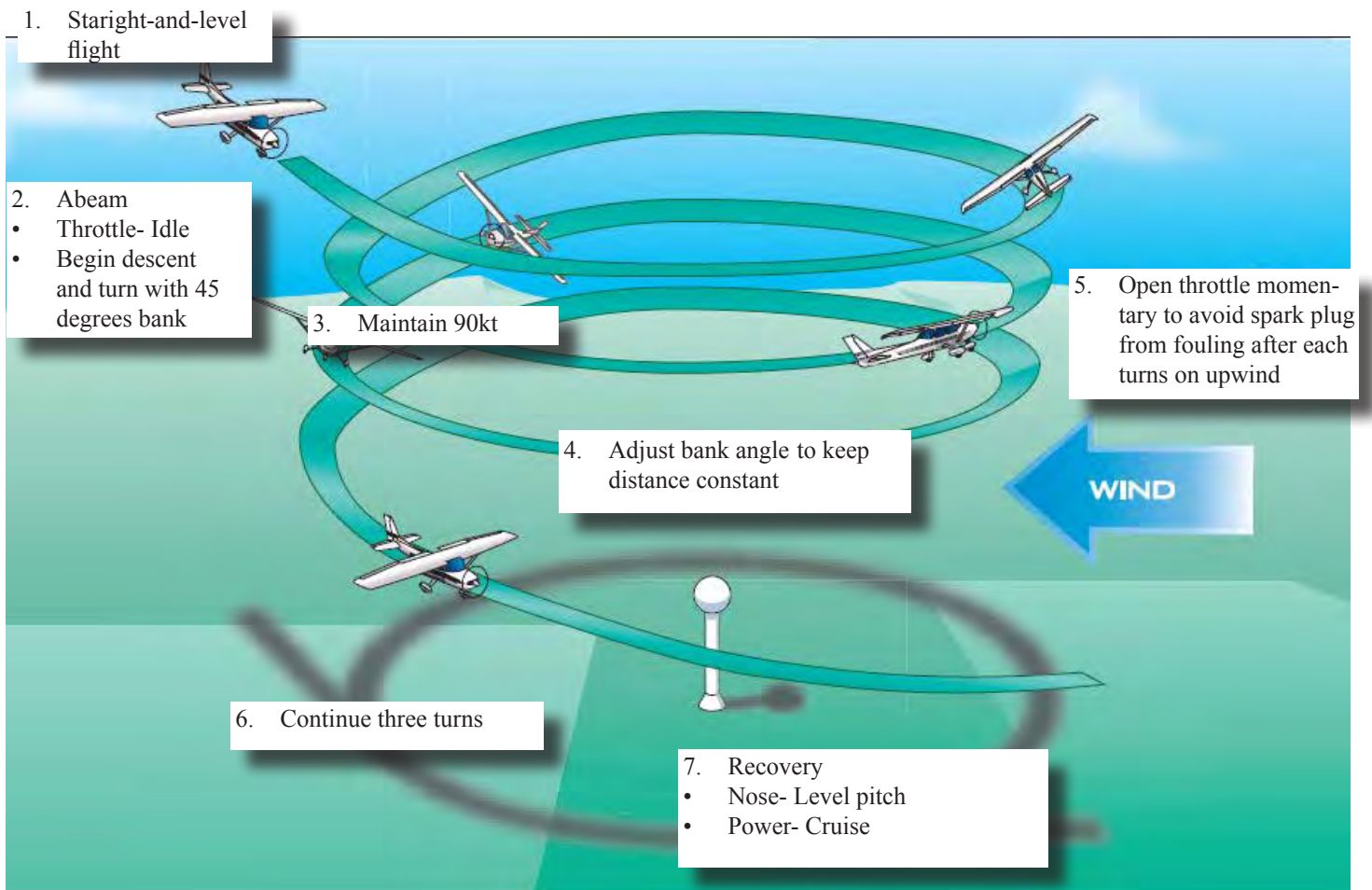
Climb high enough to complete three turns above 1000 ft AGL. Select reference point close to you.

Entry

1. Straight-and-level.
2. Abeam, Throttle- Idle
3. Begin descent and turn with 45 degrees bank
4. Maintain 90kt
5. Adjust bank angle to keep distance constant
6. Open throttle momentarily to avoid spark plug from fouling after each turns on upwind
7. Continue three turns

Recovery

1. Nose- Level pitch
2. Power- Cruise,



Chandelle (commercial pilot)

Staraight-and-level flight at or below Va (Throttle 2200 RPM)

Entry

- 30 degrees bank(Use aileron and rudder).
- Start climb
- Full power.

90 degrees point

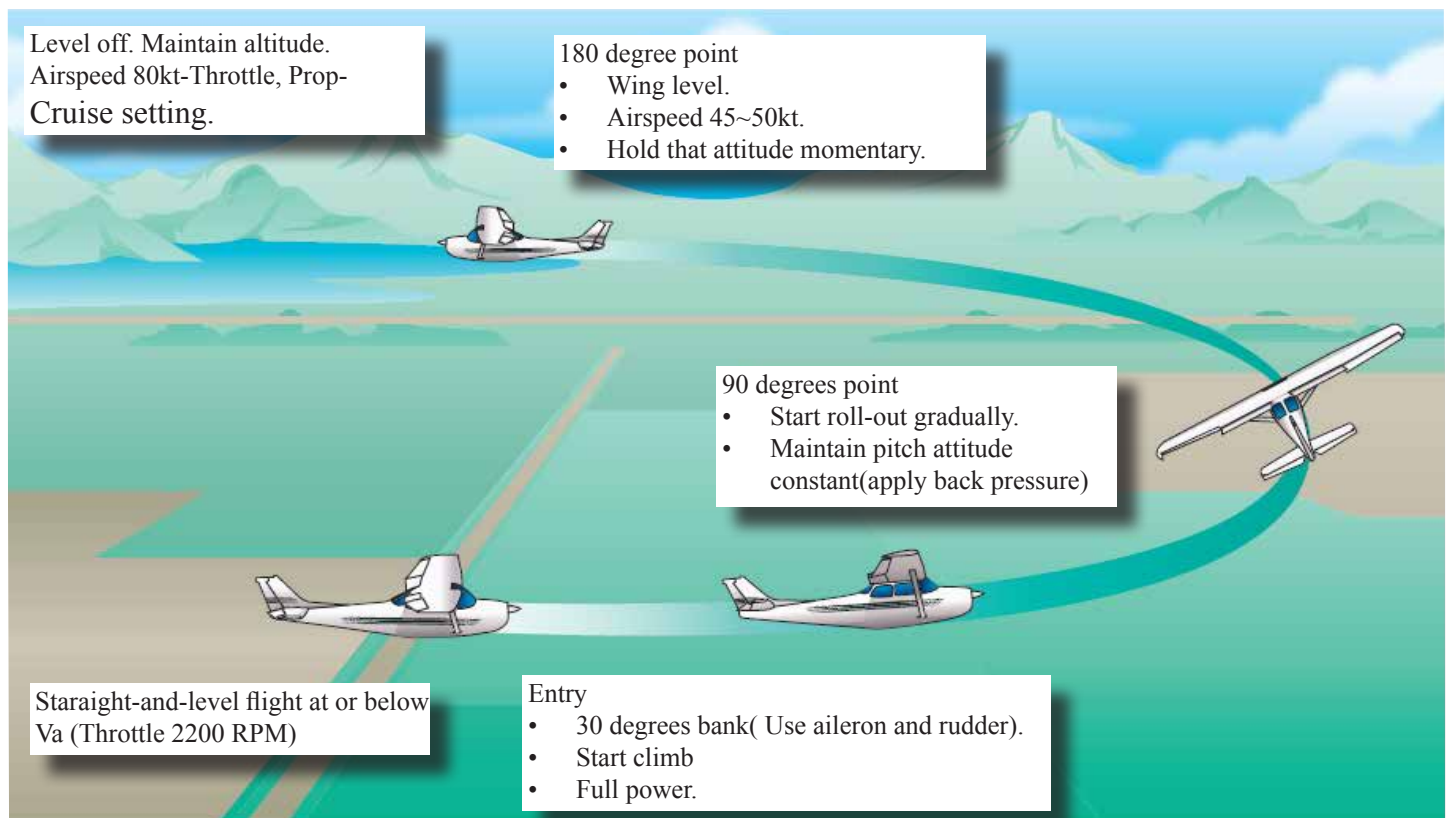
- Start roll-out gradually.
- Maintain pitch attitude constant(apply back pressure)

180 degree point

- Wing level.
- Airspeed 45~50kt.
- Hold that attitude momentary.

Level off. Maintain altitude.

Airspeed 80kt-Throttle,-Cruise setting.



Lazy Eights (commercial pilot)

Entry:

1. Level flight
2. Throttle 2300 RPM (Maneuvering or cruise speed whichever is less or manufacturer's recommended speed).

45° Point

1. Max. Pitch-up attitude
2. Bank 15° (approx.)

90° Point

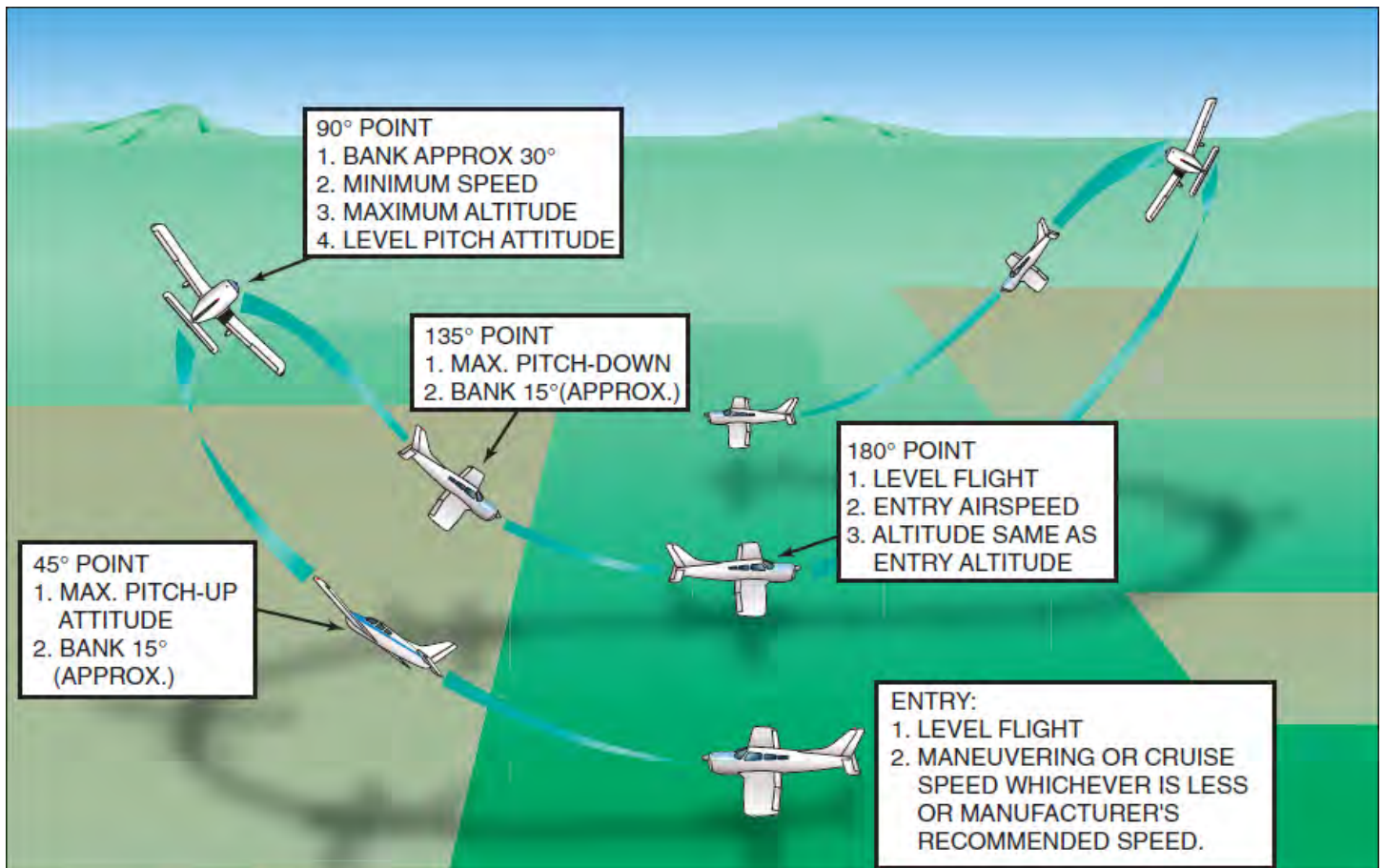
1. Bank approx 30°
2. Minimum speed
3. Maximum altitude
4. Level pitch attitude

135° Point

1. Max. Pitch-down
2. Bank 15°(approx.)

180° Point

1. Level flight
2. Entry airspeed
3. Altitude same as Entry altitude



Eights On Pylon (commercial pilot)

Entry

- Straight-and-level flight at or below V_a (Trottle 2200 RPM).
- Altitude: About pivotal altitude, $=(\text{GS})^2/11.3$
- Tail wind. 45 degree to midpoint of the pylons.

Abeam the pylon

- Bank in order to keep the pylon at the wing tip.
- Adjust pitch to maintain line-of-sight. If the pylon moves forward, descend. If the pylon moves back, climb.

45 degrees before direct downwind

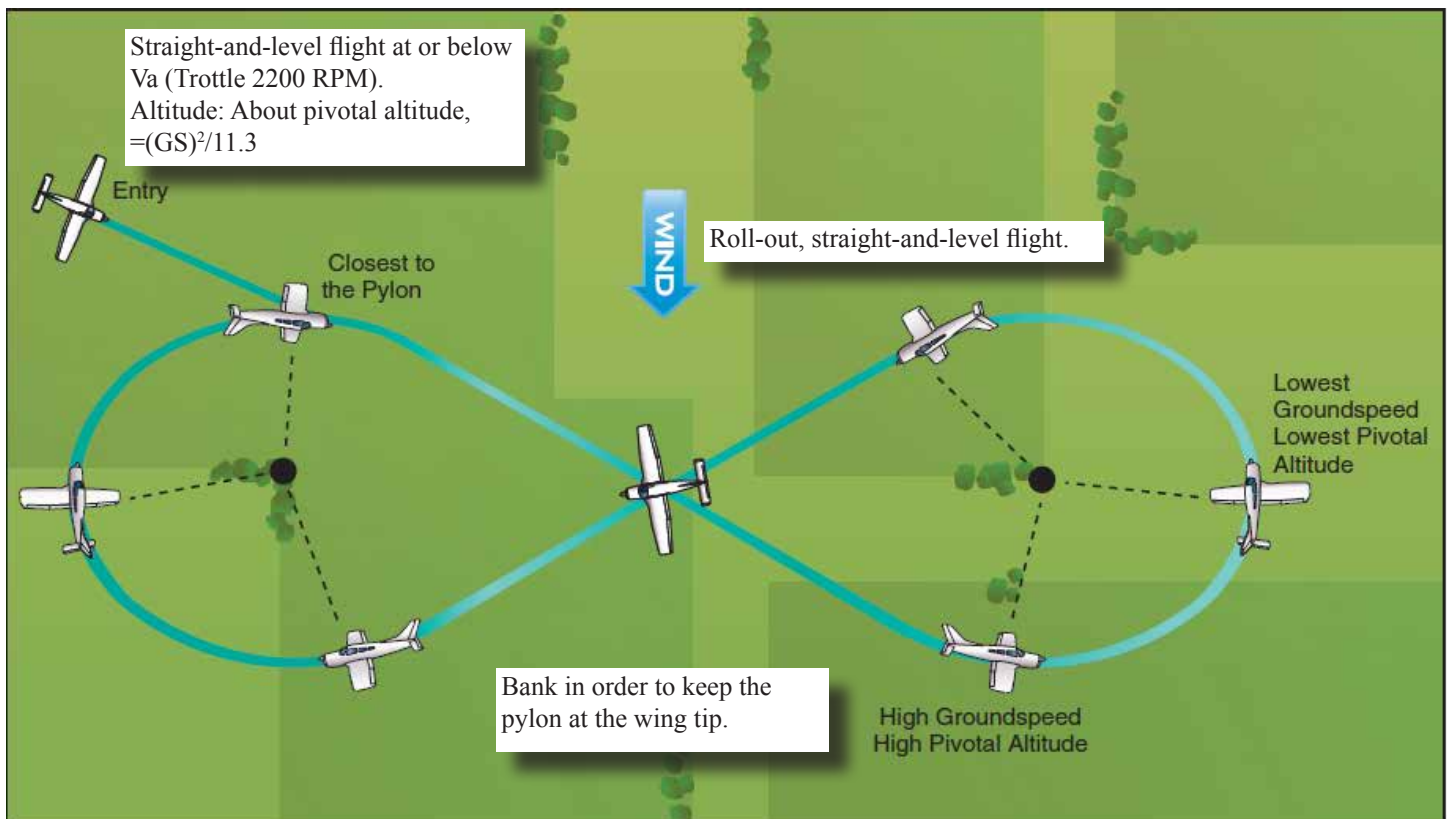
- Roll-out, straight-and-level flight.

Abeam second pylon

- Bank in order to keep the pylon at the wing tip.
- Adjust pitch to maintain line-of-sight. If the pylon moves forward, descend. If the pylon moves back, climb.

45 degrees before direct downwind

- Roll-out, straight-and-level flight.



Emergency Descent

Entry

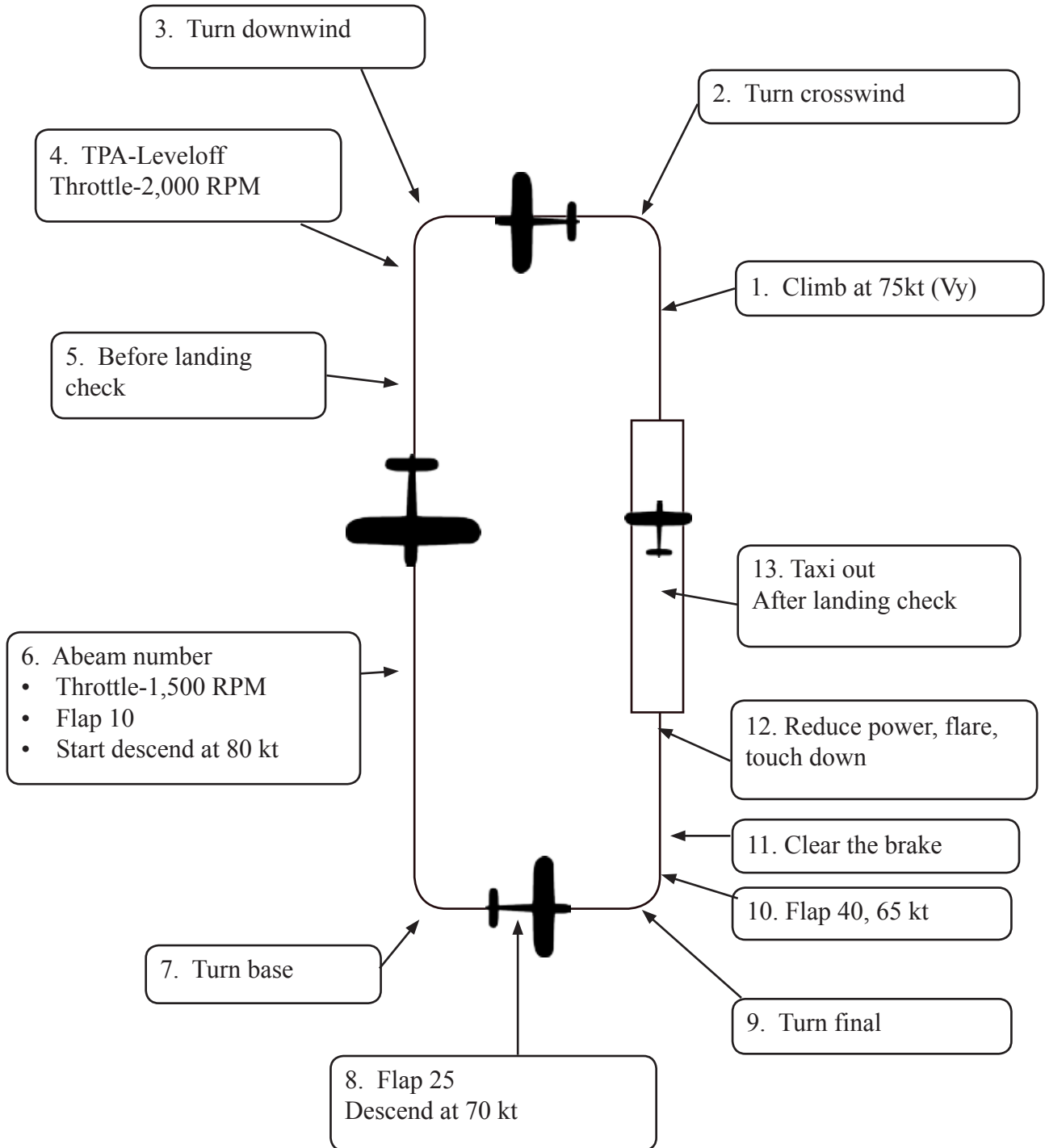
1. Throttle- Idle, begin descent
2. Maintain 110kts with bank as needed.

Recovery

3. Target altitude+200ft, Nose- Level pitch
4. Power- Cruise,

Traffic Pattern Operation (Normal takeoff/landing)

1. Enter runway(No flap)
2. Throttle-full
3. 55kt-rotate
4. Climb on upwind at 75 kt (Vy).
5. Comply with the procedure specified to the airport. Otherwise turn crosswind within 300 ft of TPA.
6. Fly rectangular course. Apply wind correction.
7. Turn to downwind.
8. Level off at TPA. Set throttle 2000 RPM. Trim it.
9. Before landing check.
10. Abeam number, throttle 1500RPM, check airspeed, flap 10 degrees. Start descend
Power reduction causes nose to drop. Try to maintain TPA until you set 10 flap. Then set descend at-
titude. Your aiming point is runway number.
11. Turn base. Flap 25 degrees.
12. Turn final. Flap 40 degrees. Adjust power and pitch to slow down to 65kt.
13. Clear the brake
Make sure that your toes doesn't touch the brake. Your toe must be on the lower part of the pedal to
avoid locking the tire.
14. Close throttle, flare, touch down
15. Lower the nose, maintain directional control, brake
16. Taxi out, clear the runway, stop, after landing check.



Short Field Takeoff

Calculate weight and balance before the flight and figure out the lift-off speed and the target speed at 50 ft AGL.

$$\text{Rotation speed (kts)} = 55 \times \sqrt{\frac{\text{Current weight}}{\text{Max. takeoff weight}}}$$

1. Set flap 25°.
2. Taxi to the very beginning of the runway.
Depend on the traffic situation, you don't need to taxi all the way to the beginning of the runway. You can taxi into position as normal takeoff.
3. Set brake. Full power. Check engine gauges.
Pump brake a couple of time before apply full power to prevent the airplane from moving.
4. Release brake.
5. Rotate at selected speed. Set pitch up for the target speed.
Try not to chase the airspeed indicator needle. Remember, airspeed indicator has lag. If you chase, airspeed may be too slow or too fast.
6. At 50ft AGL, lower the nose slightly.
Again, don't chase the needle of airspeed indicator. Look at the pitch attitude. Make small change in the pitch. You still want to climb. Don't descend.
7. 66kt, flap up gradually
Check "positive rate of climb" before retract. Once you retract the flap, pitch will change. Be prepare for that.
8. Climb at 75kt (Vy). Resume normal climb.

Soft Field Takeoff

1. Set 25 ° flap.
2. Elevator full up
3. Taxi into the runway with minimum brake.
No need to stop on the runway unless advised by the tower.
4. Join the center line. Apply full power. Check engine gauges.
5. Release elevator back pressure as airspeed increases to attach the engine cowling to the end of the runway
If the other end of the runway is covered by the cowling, your nose is too high. You don't need to keep nose very high. The purpose is to reduce the weight on the nose gear.
6. After lift off itself, release back pressure to stay in the ground effect.
Don't push nose down. You will descend very quick. Look at the horizon and the cowling like you recover from slow flight. Pitch motion should be very slow.
7. At 66kt(V_x), Climb attitude.
8. Positive climb, flap 10°.
Flap retraction causes the nose to drop. Anticipate this and adjust control pressure to avoid this.
9. Climb at 75kt (V_y). Resume normal climb.

Short Field Landing

1. Approach as normal.
2. Select proper aiming point.
You need to touch down +200/-0ft (+100/-0ft for commercial) from the point you select.
3. On short final, full flap and maintain 59kt at least last 1/4 mile on final.
You don't need to make steep or shallow approach. Just maintain normal approach path all the way to the runway number.
4. Clear the brake
Make sure that your toes don't touch the brake. Your toe must be on the lower part of the pedal to avoid locking the tire.
5. Reduce power, flare touchdown.
Do as you do for normal landing. If your approach was correct, it will touch down the point. If your approach was wrong, there is no way to correct at this point. Do not try to touch down on the point by lowering the nose or by releasing back pressure. You will land flat and damage the airplane. If you think you will over shoot, commence go around and make the better approach next time.
6. After touch down, as you maintain directional control, retract the wing flap and use NORMAL BRAKE.
In real short field situation, you may need to use full brake. However, during training, we want to avoid locking the brake, making flat spot on the tires caused by improper use of "full brake". You call out "Full brake" and use normal brake instead of full.

Soft Field Landing

1. Approach as normal(65kt on final with full flap).
2. Clear the brake
 Make sure that your toes doesn't touch the brake. Your toe must be on the lower part of the pedal to avoid locking the tire.
3. Reduce power for flare.
4. Just before touch down(after the pitch attitude is higher the horizon), add a little bit of power(100 to 200RPM).
5. After touch down, hold back pressure to keep nose off. Then reduce power to idle.

No Flap Landing

Select the arrow marking before the threshold as the aiming point(at RHV).

1. Before landing check.
2. Set throttle 1400RPM, check airspeed, pitch for 70kt, Start descend.
3. Turn base. Maintain 70kt. Fly normal glide path.
 1. thorough 5. Since your aiming point is before threshold, VASI will be red over pink on final though you are making normal descent. But you don't want to be too low. Check altitude when you turn base, final to verify your descent path. Adjust power and pitch as necessary to maintain the path.
4. Adjust power to maintain normal path.

When there is strong head wind, you can maintain correct flight path by adjusting power. When there is no head wind, for example in the morning, you will be too high even though your power is idle. Don't push nose down too much. Otherwise you can't keep 70kt. Pitch attitude for 70kt without flap is higher than the attitude for normal landing with flap. So, keep nose high enough to maintain 70kt, check airspeed frequently, adjust power.
5. Use forward slip as necessary.

If the path is too shallow with power idle, use forward slip before it's too late.
6. Clear the brake.
7. Close throttle, flare, touch down.
8. Lower the nose, maintain directional control, brake.

Use caution for the brake. Since the airspeed is faster than normal, it requires more distance to stop. Don't lock the tire.
9. Taxi out, clear the runway, stop, after landing check.

Forward Slip

You can use forward slip with and without flap to lose excessive altitude or to lose airspeed. However, as placarded, avoid slip with flap extended because the rate of descend will be very steep with full flap.

1. Align with center line. Set up the airspeed (70kt no flap, 65kt with flap).
2. Reduce power to idle.
3. Use rudder opposite to the wind, aileron into wind, , lower the nose to keep airspeed.

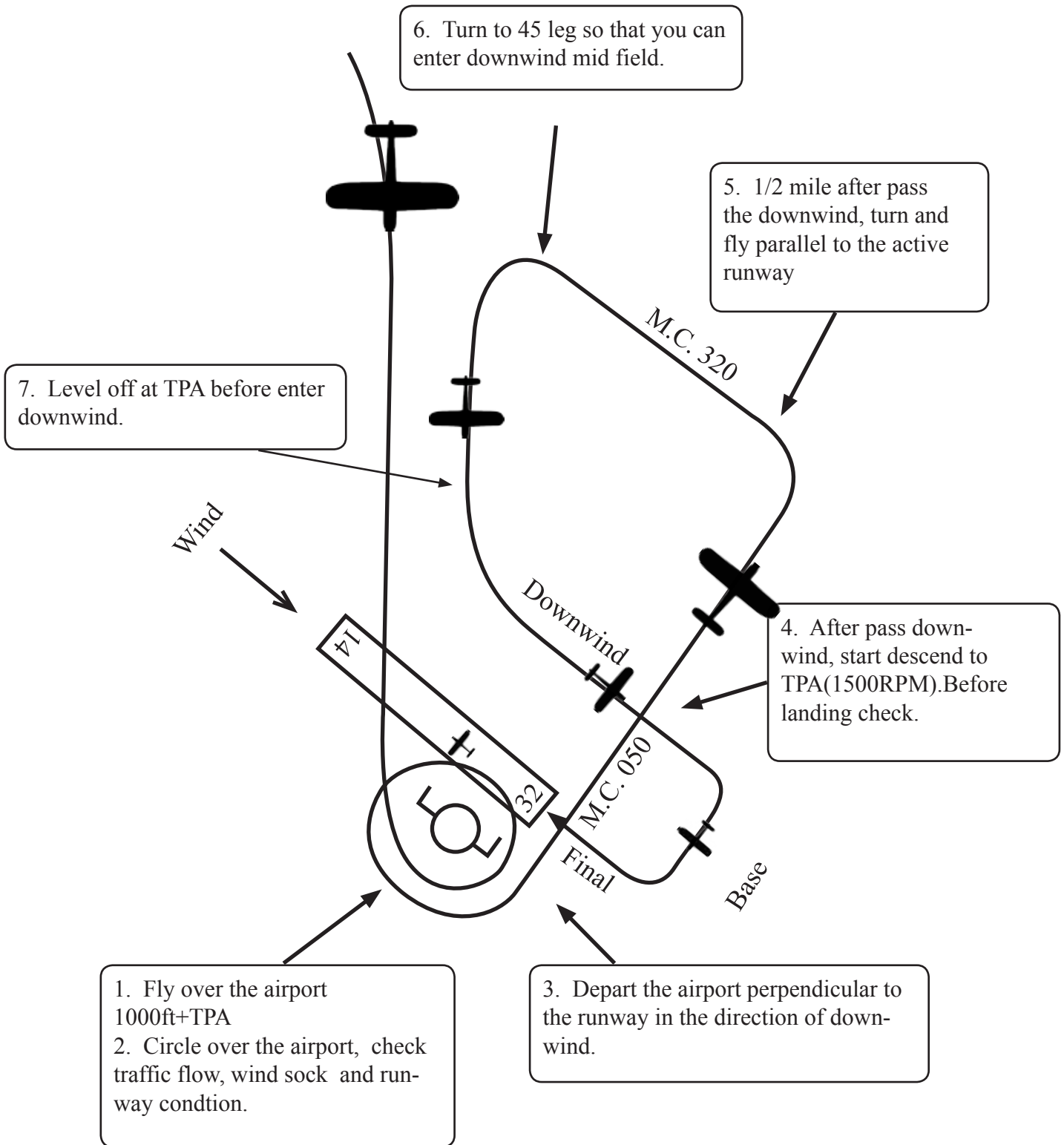
Make sure the nose points downwind side. The airspeed indication for the right slip and left slip is deferent because of the position of the static port. Slip to the left, static port receive dynamic air. It indicates lower than actual. Slip to the right, static port receive negative pressure. It indicates higher than actual. Adjust aileron and rudder pressure to keep extended centerline.
4. Recover at proper altitude.

Uncontrolled Airport Operation

1. Fly over the airport 1000ft above TPA.
2. Circle over the airport, Check wind, traffic flow. Traffic pattern
3. Depart airport perpendicular to the runway in the direction of downwind.
4. After pass downwind, start descend to TPA(1500RPM). Before landing check.
5. 1/2 mile after pass the downwind, turn and fly parallel to the active runway.
6. Turn to 45 leg so that you can enter downwind midfield.
7. Level off at TPA before enter downwind(2000RPM).
8. Enter downwind. Resume normal traffic pattern operation.

Example of CTAF

10 miles out	South county Unicom, Cherokee 38477, 10 miles northwest, request airport advisory, South county.
5 miles out	South county traffic, Cherokee 38477, 5 miles northwest, inbound for landing, South county
3 miles out	South county traffic, Cherokee 38477,3 miles northwest, inbound for landing, South county.
Over the air- port	South county traffic, Cherokee 38477, over the airport at 2,300, landing runway 32, South county.
45 leg	South county traffic, Cherokee 38477, on right 45, runway 32, South county.
Downwind leg	South county traffic, Cherokee 38477, on right downwind, runway 32, South county.
Base leg	South county traffic, Cherokee 38477, on right base, runway 32, South county.
Final leg	South county traffic, Cherokee 38477, on final, runway 32, South county.
Out of runway	South county traffic, Cherokee 38477, clear of the active, runway 32, South county.



Engine Failure

1. Best Glide speed 69kt, trim it.
Establish pitch attitude which gives you 69kt.
2. Look for landing spot, turn toward it.
3. Trouble shoot-Use check list, or Flow check
 - Seat belt-lock
 - Fuel selector valve-Switch to fullest tank
 - Mixture-rich
 - Carburetor heat-on
 - Ignition switch-both
 - Master switch-both
 - Primer-lock
4. Declare emergency
 - Transponder-7700
 - Radio-121.5 or current ATC
 - “Mayday Mayday Mayday, Cherokee 38477, ENGINE FAILURE, (position), Making forced landing into (landing spot), 2 persons on board.”
5. Secure Engine
 - Mixture-Idle cut-off
 - Fuel selector valve-off
 - Ignition switch-off
 - After using flap, master switch-off
 - Door-open
6. Touch down
 - Stop the airplane
 - Inspect your body condition
 - Get out of airplane
 - Make sure no fire
 - Call Nice Air, (408)729-3383, police, 911