



Piper Warrior Flight Maneuvers

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Slow Flight (Landing Configuration)

Altitude.....2000' AGL Minimum
Pre-Maneuver Check.....Complete
Throttle.....1700RPM

Pitch to Maintain Altitude

Below 103 KIAS.....Flaps 40°
(One Notch at a Time)

Throttle.....Increase to Maintain Altitude
(1800-2000 RPM)

Pitch.....Maintain Stall Speed +10/-0
(Target 49 KIAS)

Trim.....Adjust As Necessary

Recovery:

Smoothly Reduce Pitch
Throttle.....Max Power
Flaps.....25°
Pitch for minimal loss of altitude
Positive Rate.....Flaps 10°
.....Flaps 0°
Accelerate.....V_Y
Return to Cruise Flight 90 KIAS

Slow Flight (Takeoff Configuration)

Altitude.....2000' AGL Minimum
Pre-Maneuver Check.....Complete
Throttle.....1500 RPM

Pitch to Maintain Altitude

Throttle.....Increase to Maintain Altitude
(1800-2000RPM)

Pitch.....Stall Speed +10/0
(Target 55 KIAS)

Trim.....Adjust as Necessary

Recovery:

Smoothly Reduce Pitch
Throttle.....Max Power
Pitch for minimal loss of altitude
Positive Rate.....Verify Flaps 0°
Accelerate.....V_Y
Return to Cruise Flight 90 KIAS

Ground Reference

Altitude.....600-1000' AGL
Pre-Maneuver Check.....Complete
Area.....Identify Pos. Landing Area
Airspeed.....90 KIAS
Enter Maneuver on Downwind Heading
Perform to Applicable Test Standards

Power Off Stalls (Landing Configuration)

Altitude.....2000' AGL Minimum
Pre-Maneuver Check.....Complete
Throttle.....1700RPM

Pitch to Maintain Altitude

Below 103 KIAS.....Flaps 40°
(One Notch at a Time)

Enter Normal Descent to Land

.....Throttle to Idle

Maintain Altitude to Induce a Stall

Recovery:

Smoothly Reduce Pitch
Throttle.....Max Power
Flaps.....25°
Pitch for minimal loss of altitude
Positive Rate.....Flaps 10°
.....Flaps 0°
Accelerate.....V_Y
Return Original Altitude & Airspeed 90 KIAS

Power On Stall (Takeoff Configuration)

Altitude.....2000' AGL Minimum
Pre-Maneuver Check.....Complete
Throttle.....1500 RPM

Pitch to Maintain Altitude

63 KIAS.....Max Power

Smoothly Increase Pitch to Induce a Stall

Recovery:

Smoothly Reduce Pitch
Throttle.....Max Power

Pitch for minimal loss of altitude

Positive Rate.....Verify Flaps 0°

Accelerate.....V_Y

Return to Cruise Flight 90 KIAS

Steep Turns

Altitude.....2000' AGL Minimum
Pre-Maneuver Check.....Complete
Throttle.....2300-2400RPM
Airspeed.....90 KIAS
Bank.....Commercial (50°)
.....Private (45°)

Trim.....Roll Aft to Relieve Back Pressure
Power.....Increase to Maintain Airspeed

Roll Out.....Initial Heading+/- 10°

Repeat Procedure in the opposite direction as necessary

Return to Cruise Flight 90 KIAS

Eights on Pylons

Airspeed.....90 KIAS
Pre-Maneuver Check.....Complete
Area.....Clear of Obstructions
Pivotal Altitude.....GS²/11.3
Enter 45° to Downwind
Pitch.....Maintain Pivotal Altitude
Perform 2 revolutions, one around each point

Lazy Eights

Altitude.....2000' AGL Minimum
Pre-Maneuver Check.....Complete
Airspeed.....90 KIAS
(Increasing Pitch, Increasing Bank)
45° Point.....Max Pitch Up, 15° Bank
(Decreasing Pitch, Increasing Bank)
90° Point.....Level Pitch, 30° Bank
(Decreasing Pitch, Decreasing Bank)
135° Point.....Max Pitch Down, 15° Bank
(Increasing Pitch, Decreasing Bank)
180° Point
Straight and Level
Initial Heading +/- 10°
Initial Altitude +/- 100'
Initial Airspeed +/- 10 KIAS
Repeat in Opposite Direction

Chandelles

Altitude.....2000' AGL Minimum
Pre-Maneuver Check.....Complete
Airspeed.....90 KIAS
Bank.....30°
Throttle.....Max Power
Pitch.....Gradually Increase
90° Point.....Max Pitch Up
Maintain Pitch, Gradually Decrease Bank
180° Point
Roll Out.....+/- 10° Heading
Pitch.....Maintain Without Stalling
Airspeed.....Maintain Just Above Stall
Slowly decrease pitch to accelerate while holding altitude
Return to Cruise Flight 90 KIAS

Steep Spirals

Altitude.....4000' AGL Minimum
(Altitude enough to complete three turns. Consider DA)
Pre-Maneuver Check.....Complete
Airspeed.....90 KIAS
Begin Maneuver on Downwind Heading
Prior to being abeam the reference point
Throttle.....Idle
Pitch.....V_G
Bank.....Up to 60°
(Maintain Equal Radius)
*Each Upwind Heading - Clear the engine by adding
power slowly up to 1700 RPM*

After 3rd Turn:
Wings Level
Heading +/- 10°

Recovery
Return to Cruise Flight
Or
Climb As Assigned
Or
Proceed With Simulate Power-Off Landing
(No Lower than 500' AGL)

Warrior V-Speeds

V_R = 55 KIAS --- Rotate
V_Y = 79 KIAS --- Best Rate of Climb
V_X = 63 KIAS --- Best Angle of Climb
V_{SO} = 44 KIAS --- Stall Speed (Landing Configuration)
V_S = 50 KIAS --- Stall Speed (Clean Configuration)
V_{FE} = 103 KIAS --- Maximum Flaps Extended Speed
V_{NO} = 126 KIAS --- Maximum Structural Cruising Speed
V_{NE} = 160 KIAS --- Never Exceed Speed
V_A = 88 – 111 KIAS --- Maneuvering Speed
V_G = 73 KIAS --- Best Glide Speed

Archer V-Speeds

V_R = 60 KIAS --- Rotate
V_Y = 76 KIAS --- Best Rate of Climb
V_X = 64 KIAS --- Best Angle of Climb
V_{SO} = 45 KIAS --- Stall Speed (Landing Configuration)
V_S = 50 KIAS --- Stall Speed (Clean Configuration)
V_{FE} = 102 KIAS --- Maximum Flaps Extended Speed
V_{NO} = 125 KIAS --- Maximum Structural Cruising Speed
V_{NE} = 154 KIAS --- Never Exceed Speed
V_A = 98 – 113 KIAS --- Maneuvering Speed
V_G = 76 KIAS --- Best Glide Speed