PIPER ARCHER III MANEUVER GUIDE

Disclaimer: This guide is to be used as reference only and does not preclude checklist usage, pilot operating handbook or flight instruction
**Verbal callouts will be indicated through italicized text. Ex: *"Gauges Green, Airspeed Alive"*

Revision 1.4 Updates:

Revised all applicable maneuvers to prioritize airspeed vs. RPM

- Steep Turns
- Turns Around a Point
- S-turns
- 8's on Pylons
- Chandelle
- Lazy Eight
- Energy Demo
- Slow Flight Descent Demo

Added:

- Instrument approach procedure
- Go-around procedure

Modified Maneuvers:

- **Lazy 8:** Entry airspeeds changed to "~105kts"
- **8s-on-Pylons:** Turn out between pylons changed to 270° from 315°
- **Slow Flight:** Stability call added between flaps 25° and flaps 10°
- **Power-off Stall Recovery:** Stability call added between flaps 25° and flaps 10°
- **Elevator Stall:** Stability call added between flaps 25° and flaps 10°
- **Secondary Stall:** Stability call added between flaps 25° and flaps 10°
- **Cross Control Stall:** Stability call added after flaps 10°

Revision by DG, PC, WG: Feb. 2024
4700 Airport Parkway
Addison, Texas 75001
972.735.9099

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Normal Takeoff	Callouts
1. *Takeoff Checklist* 2. Perform radio communications 3. Line-up on runway 4. Full power (Right rudder as needed) 5. Rotate at **60 KIAS** 6. Pitch for Vy (**76 KIAS**, approximately 10° pitch) 7. Perform *Climb/Cruise checklist* when appropriate	Verbalize *"Runway 17L"* *"Gauges green, airspeed alive"* *"Rotate"*

Private Standards	Airspeed: -5/+10 KIAS
Commercial Standards	Airspeed: ±5 KIAS

Normal Landing	Callouts
1. Complete *Descent Checklist* prior to pattern entry 2. *Before Landing Checklist* 3. Downwind: **1900-2100RPM; 90 KIAS** 4. Abeam TD point (3nm final): **1500RPM; Flaps 10°; 85 KIAS** 5. Base (or 2nm final): **Flaps 25°; 80 KIAS** 6. Final (or 1nm final): **Flaps 40°; 70 KIAS** (*add ½ gust factor) 7. Close throttle prior to touchdown, maintain positive pitch attitude	Verbalize touchdown point Stability call: *"200ft stable"*

Private Standards	Airspeed: -5/+10 KIAS TD Point: -0/+400 FT
Commercial Standards	Airspeed: ±5 KIAS TD Point: -0/+200 FT

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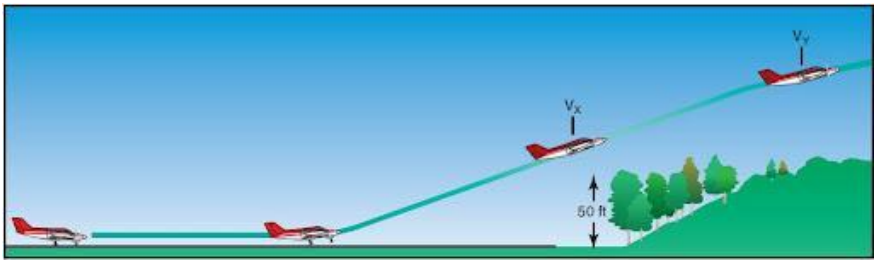
Short Field Takeoff	Callouts
1. **Flaps 25°**	
2. *Takeoff Checklist*	
3. Perform radio communications	
4. Line-up on runway using **max available runway**	Verbalize *"Runway 17L"*
5. **Hold brakes, full power**	*"Gauges Green"*
6. **Release brakes** (Right rudder as needed)	*"Airspeed alive"*
7. Elevator slightly tail low, lift off at **55 KIAS**, allow airplane to fly off runway	*"Rotate"*
8. Pitch for **60 KIAS** until over **50' obstacle**	*"50 feet, Vx, flaps 10"*
9. Pitch for **Vx 64 KIAS** when **clear of obstacles,** flaps 10°	
10. Above 200ft: pitch for **Vy 76 KIAS,** flaps 0°	*"200 feet, Vy, flaps 0"*
11. Perform *Climb/Cruise Checklist* when appropriate	

Private Standards	Airspeed: -5/+10 KIAS
Commercial Standards	Airspeed: ±5 KIAS



Short Field Landing	Callouts
1. Complete *Descent Checklist* prior to pattern entry	
2. *Before Landing Checklist*	
3. Downwind: **1900-2100RPM; 90 KIAS**	Verbalize touchdown point
4. Abeam TD point (3nm final): **1500RPM; Flaps 10°; 85 KIAS**	
5. Base (or 2nm final): **Flaps 25°; 80 KIAS**	
6. Final (or 1nm final): **Flaps 40°; 70 KIAS**	Stability call: *"200ft stable"*
7. Short final **61 KIAS** (***Slow Flight***)	
8. Close throttle ~200ft prior to desired TD point to minimize float, **land on TD point**	
9. Slowly bring nose to runway, apply maximum braking	

Private Standards	Airspeed: -5/+10 KIAS TD Point: -0/+200 FT
Commercial Standards	Airspeed: ±5 KIAS TD Point: -0/+100 FT

THRUST FLIGHT.

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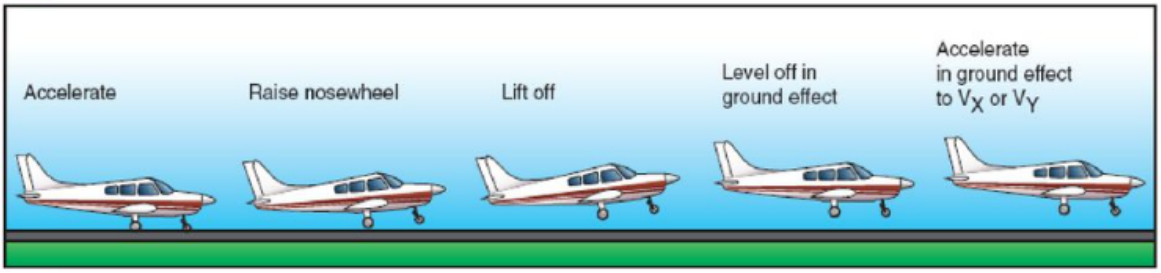
Soft Field Takeoff	Callouts
1. **Flaps 25°**	
2. *Takeoff Checklist*	
3. Perform radio communications	
4. Line-up on runway with **FULL aft elevator**	Verbalize *"Runway 17L"*
5. Apply **full power** (Right rudder and relief of back pressure may be needed to prevent tail strike)	*"Gauges green"* *"Airspeed alive"*
6. **Lift off** at **lowest possible airspeed**	
7. Promptly reduce pitch to **maintain** within ½ **wingspan** of the ground (**Ground Effect**)	
8. **Accelerate** to **Vx 64 KIAS**, then initial climb at **Vx 64 KIAS**	
9. At 50ft AGL: **Flaps 10**°, continue climb at **Vx 64 KIAS**	*"50 feet, Vx, flaps 10"*
10. Above 200ft AGL: **Flaps 0**°, pitch for **Vy 76 KIAS**	*"200 feet, Vy, flaps 0"*
11. Perform *Climb/Cruise Checklist* when appropriate	

Private Standards	Airspeed: -5/+10 KIAS
Commercial Standards	Airspeed: ±5 KIAS



Soft Field Landing	Callouts
1. Complete *Descent Checklist* prior to pattern entry	
2. *Before Landing Checklist*	
3. Downwind: **1900-2100RPM; 90 KIAS**	Verbalize touchdown point
4. Abeam TD point (3nm final): **1500RPM; Flaps 10°; 85 KIAS**	
5. Base (or 2nm final): **Flaps 25°; 80 KIAS**	
6. Final (or 1nm final): **Flaps 40°; 70 KIAS**	Stability call: *"200ft stable"*
7. Transition airplane attitude to ensure a **soft touchdown**, throttle at or near idle	
8. Slowly **increase back pressure** to full elevator authority (**DO NOT tail-strike**)	
9. **Maintain** back pressure **until off "soft" surface**	

Private Standards	Airspeed: -5/+10 KIAS
Commercial Standards	Airspeed: ±5 KIAS

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Steep Turns

1. Perform ***Pre-Maneuver Checklist***
2. Set airspeed **~100 KIAS** (suggested **2300 RPM); Trim** as necessary
3. Choose visual waypoint
4. Roll into bank (**45°** Private, **50°** Commercial) with aileron **AND** rudder; Maintain altitude and airspeed (add **elevator/trim** as necessary)
5. Increase throttle **~200 RPM**
6. **Roll out 20-25° ahead** of entry heading with aileron **AND** rudder
7. Verify clear of traffic and roll into **opposite direction turn** (smoothly and immediately for commercial)
8. **Roll out 15-20° ahead** of entry heading
9. Perform *Cruise Checklist* when appropriate

Private and Commercial Standards	Airspeed: ±10 KAIS Altitude: ±100 FT Bank: ±5° Heading: ±10°

Slow Flight

1. Perform ***Pre-Maneuver Checklist***
2. Reduce throttle to **1700 RPM** (maintain altitude)
3. Incrementally add flaps; Verify **landing configuration**
4. Slow to just above stall horn (**~50 KIAS** depending on weight)
5. **Pitch for Speed; Power for Altitude** (significant power increase may be necessary)
6. Perform level flight, turns, climbs, and descents as required (apply necessary rudder)
7. Recovery: **Reduce AoA; Full power; Flaps 25°** *"Stable"***; Flaps 10°** *"Stable"*
8. **Level and accelerate** to Vx 64 KIAS
9. Maintain at least Vx 64 KIAS and any positive vertical acceleration; **Flaps 0°**
10. Return to starting altitude while pitching for Vy 76 KIAS
11. Perform *Cruise Checklist* when appropriate

Private Standards	Airspeed: -0/+10 KIAS Altitude: ±100 FT Heading: ±10° Specified Bank: ±10° Complete no lower than 1500' AGL
Commercial Standards	Airspeed: -0/+5 KIAS Altitude: ±50 FT Heading: ±10° Specified Bank: ±5° Complete no lower than 1500' AGL

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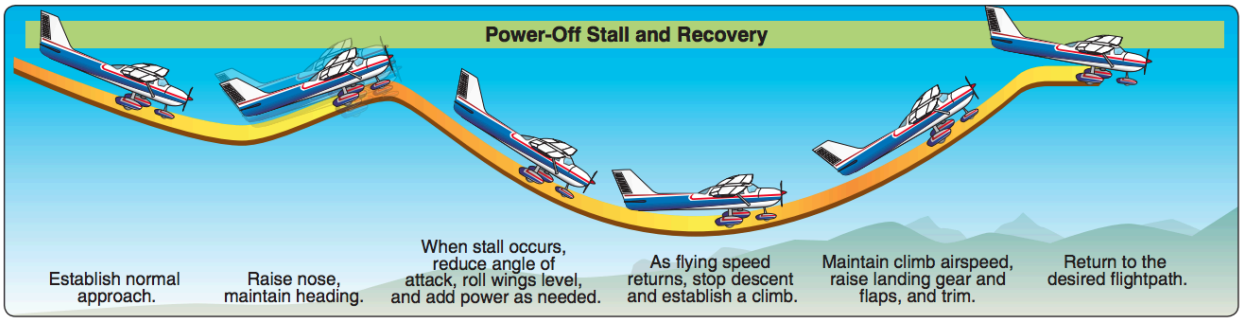
Go Around

1. Maintaining directional control: **Apply full power;** Pitch to maintain **64 KIAS**
2. **Flaps 25°** *"Stable"*
3. **Flaps 10°** *"Stable"*
4. With **64 KIAS** and positive vertical acceleration: **Flaps 0°**
5. Return to TPA while pitching for Vy 76 KIAS as applicable
6. Perform *Cruise Checklist* when appropriate

Power-Off Stall (Stall can be to first indication or full)

1. Perform ***Pre-Maneuver Checklist***
2. Reduce throttle to **1500 RPM** (maintain altitude)
3. Incrementally add flaps; verify **landing configuration**
4. Initiate **stabilized descent @ 60 KIAS**
5. Throttle **idle,** increase **pitch to maintain altitude** (apply necessary rudder)
6. At stall/buffet/horn: **Reduce AoA; Full power; Flaps 25°** *"Stable"*; **Flaps 10°** *"Stable"*
7. **Level and accelerate** to Vx 64 KIAS
8. Maintain at least Vx 64 KIAS and any positive vertical acceleration; **Flaps 0°**
9. Return to starting altitude while pitching for Vy 76 KIAS
10. Perform *Cruise Checklist* when appropriate



Private Standards	Heading: ±10° Specified Bank (if any): ±10° Complete no lower than 1500' AGL
Commercial Standards	Heading: ±10° Specified Bank (if any): ±5° Complete no lower than 1500' AGL

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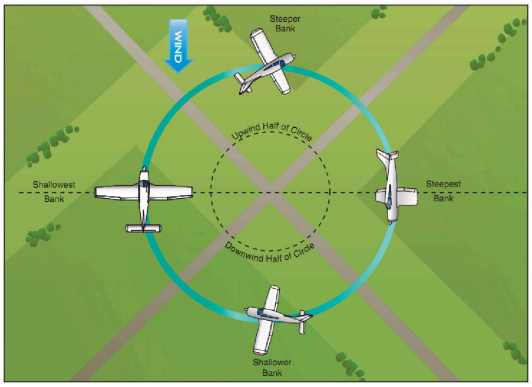
Power-On Stall (Stall can be to first indication or full)

1. Perform ***Pre-Maneuver Checklist***
2. Reduce throttle to **1500 RPM** (maintain altitude) to slow to Vr 60 KIAS
3. Verify **takeoff configuration**
4. **Increase pitch (~20°) and power** simultaneously (apply necessary rudder)
5. At stall/buffet/horn: **Reduce AoA** to horizon
6. **Accelerate** to Vx 64 KIAS; Climb to starting altitude
7. Perform *Cruise Checklist* when appropriate

Private Standards	Heading: ±10° Specified Bank (if any): ±10° Complete no lower than 1500' AGL
Commercial Standards	Heading: ±10° Specified Bank (if any): ±10° Complete no lower than 1500' AGL

Turns Around a Point (Private Only)

1. Perform ***Pre-Maneuver Checklist***
2. Select **appropriate ground reference** and emergency field(s)
3. Descend to 800ft AGL (ACS says 600-1000ft)
4. Set airspeed to **~100 KIAS** (suggested **2300 RPM)**
5. Enter maneuver on **downwind,** use bank to correct for wind
   High Ground Speed = Steep | Low Ground Speed = Shallow
6. Exit upon returning to entry heading
7. Perform *Cruise Checklist* when appropriate



Private Standards	Airspeed: ±10 KAIS Altitude: ±100 FT

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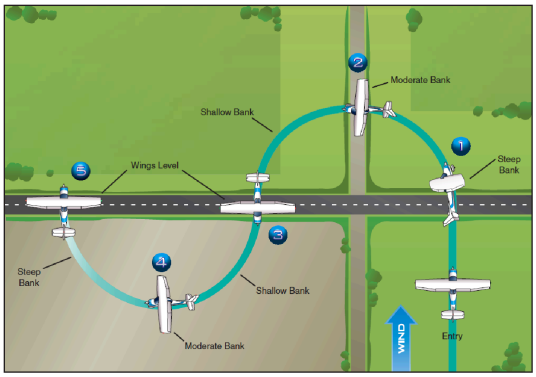
S-Turns (Private Only)

1. Perform ***Pre-Maneuver Checklist***
2. Select **ground reference 90° to the wind** and emergency field(s)
3. Descend to 800ft AGL (ACS says 600-1000ft)
4. Set airspeed to **~100 KIAS** (suggested **2300 RPM)**
5. Enter maneuver on **downwind,** use bank to correct for wind
   (High Ground Speed = Steep | Low Ground Speed = Shallow)
6. Exit upon returning to entry heading
7. Perform *Cruise Checklist* when appropriate



Private Standards	Airspeed: ±10 KAIS Altitude: ±100 FT

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Power Off 180 (Commercial Only)

1. Complete ***Descent Checklist*** prior to pattern entry
2. ***Before Landing Checklist***
3. Abeam TD point, throttle smoothly to idle, slow to Vg 76 KIAS
4. Configure aircraft and manage airspeed as necessary
5. Aim 100-200ft prior to TD point (go around may be initiated if necessary)
6. Land with no sideload and proper pitch attitude (crosswind correction as necessary)

Commercial Standards	TD Point: -0/+200 FT

Accelerated Stall (Commercial Only)

1. Perform ***Pre-Maneuver Checklist***
2. Reduce throttle **smoothly** to **idle**
3. Slow to **below Va 98 KIAS** (Use pitch to hold altitude)
4. Power idle; Bank to **45°** and add extensive back pressure
5. At first indication: **Reduce AoA; Level wings; Smoothly apply full power**
   Think sequentially: "Nose level. Wings level. Full power."
6. Perform *Cruise Checklist* when appropriate

Commercial Standards	Complete no lower than **3000' AGL**

Steep Spiral (Commercial Only)

1. Perform ***Pre-Maneuver Checklist***
2. Establish flight path in **upwind**
3. Select **ground reference point**
4. When directly over the point, reduce **power to idle** and slow to **80 KIAS**
5. Adjust bank as necessary to keep **point at a fixed distance** up to 60° bank
6. After completion of **each 360°** turn **clear engine** (power to 2000 RPM momentarily)
7. Exit maneuver on specified heading, resume normal cruise
8. Perform *Cruise Checklist* when appropriate

Commercial Standards	Airspeed: ±10 KIAS Bank: Not to exceed 60° Specified Heading: ±10° Complete no lower than 1500' AGL

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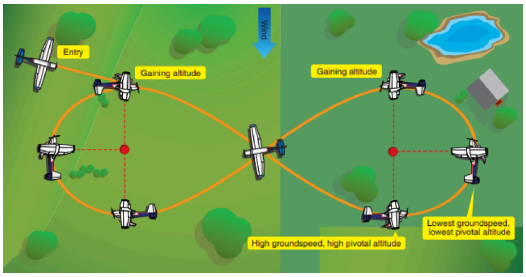
8's on Pylons (Commercial Only)

1. Perform ***Pre-Maneuver Checklist***
2. Establish flight path **45° left of downwind** (bug entry heading)
3. Set airspeed **~100 KIAS** (suggested **2300 RPM)**
4. Establish **pivotal altitude**
5. Select ground **reference point** (road, barn, small pond)
6. Begin **bank** when point is abeam wing (no more than 40°)
7. Use **pitch to maintain point** on reference line (pitch smoothly)
8. After completion of a **left 270°** turn maintain straight and level flight
9. After **5-7 seconds**, perform steps 4-7 to the **right**
10. Roll out on bugged heading
11. Repeat maneuver around first pylon
12. Perform *Cruise Checklist* when appropriate



Commercial Standards	Avoid slips and skids Bank: Not to exceed 40°

Chandelle (Commercial Only)

1. Perform ***Pre-Maneuver Checklist***
2. Set airspeed **~100 KIAS** (suggested **2300 RPM)**
3. Select **90° reference**
4. **Bank 30°** then apply **full power**
5. Slowly increase **pitch** to **15-17°** (should reach max pitch and hold at 90° point)
6. **Maintain pitch** and slowly **reduce bank** angle to be at 0° at 180° point
7. Slowly **reduce pitch** to maintain level flight and accelerate to cruise
8. **Establish ~100 KIAS** and repeat steps 3-6 to the **right (if requested)**
9. Perform *Cruise Checklist* when appropriate

Commercial Standards	Airspeed: Just above stall; Maintain momentarily while avoiding stall Heading: 180° ±10

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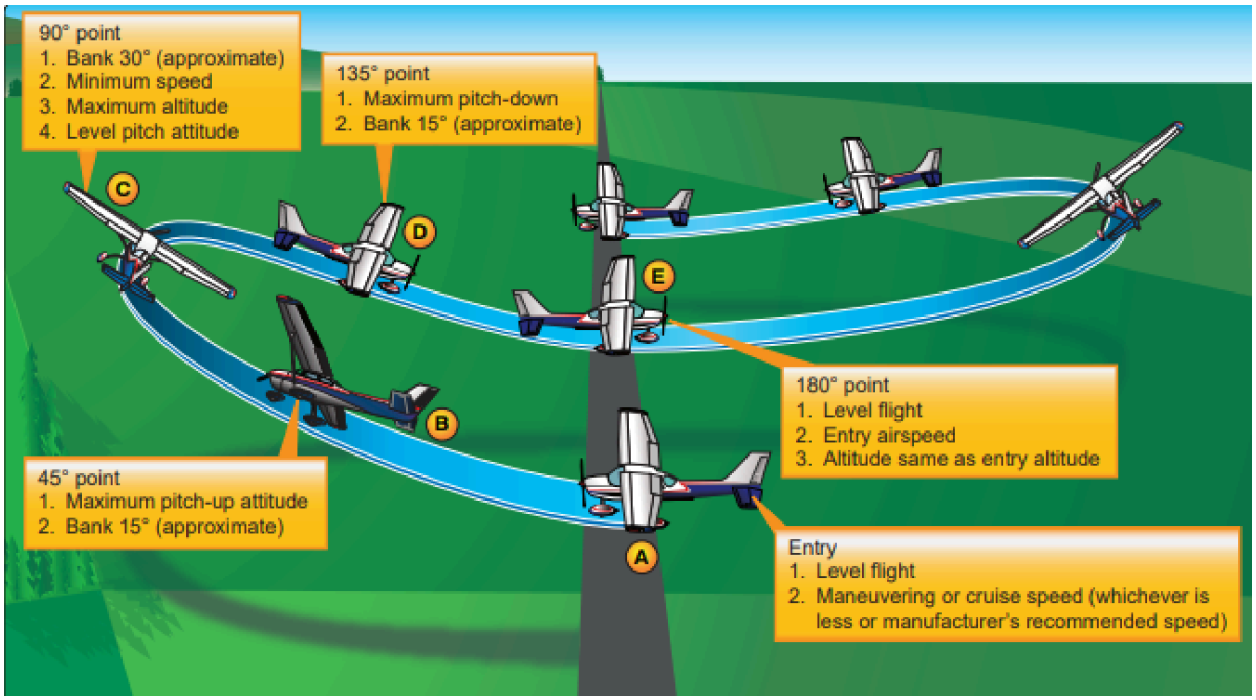
Lazy Eight (Commercial Only)

1. Perform ***Pre-Maneuver Checklist***
2. Select **45°, 90°, and 135° references**
3. Set airspeed **~105 KIAS** (suggested **2400 RPM**); maintain altitude
4. **Increase pitch & bank 1-2° per second** (up to ~17° and speed should be near 60 KIAS)
   45° point = 15° bank & max pitch up
5. **Relieve back pressure, increase bank**
   90° point = 30° bank, level pitch
6. **Increase back pressure** slowly (maintain nose low attitude), **reduce bank**
   135° point = 15° bank & max pitch down
7. Level off @ 180° from start at entry altitude, airspeed, and reciprocal heading
8. Repeat steps 4-7 to the **other direction** smoothly and immediately
9. Perform *Cruise Checklist* when appropriate

Commercial Standards	Airspeed: ±10 KIAS Altitude: ±100 FT Bank: ~30° at steepest (180° point) Heading: ±10°



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Energy Demonstration (CFI Only)

ACS: "Demonstration of Flight Characteristics at Various Configurations and Airspeeds"

Clean Configuration

1. Perform ***Pre-Maneuver Checklist***
2. Airspeed to **100 KIAS:** Set throttle as required
    a. Stabilize; Note ***cruise*** flight characteristics
3. Airspeed to **76 KIAS;** Reduce throttle as required
    a. Stabilize; Note ***best glide*** flight characteristics
4. Airspeed to **50-55 KIAS;** Reduce throttle as required
    a. Stabilize; Note ***critically slow*** flight characteristics
5. **Without changing power:** Lower pitch attitude; **Accelerate past 76 KIAS**; Establish level flight
    a. Note ***trade-off*** between airspeed gained and altitude lost
6. Resume normal cruise at specified altitude and heading

Landing Configuration

1. Reduce throttle to **~1700 RPM** (maintain altitude)
2. Incrementally add flaps; Verify **landing configuration**
3. Slow and maintain ***Reference Landing Speed*** (**~66 KIAS**)**;** Set throttle as required
    a. Note **throttle required**
4. Slow and maintain ***Slow Flight*** (**45-50 KIAS** depending on weight)**;** Set throttle as required
    a. Note **throttle required**
5. **Without changing power:** Lower pitch attitude; **Accelerate past 66 KIAS**; Establish level flight
    a. Note ***trade-off*** between airspeed gained and altitude lost
6. Resume normal cruise at specified altitude and heading
7. Perform *Cruise Checklist* when appropriate

CFI Standards	Exhibits instructional knowledge in demonstration of flight characteristics Airspeed: +5/-0 KIAS Altitude: ±100 FT Heading: ±10° Specified Bank (if any): ±5° Complete no lower than 1500' AGL

CAX Standards	Airspeed: +5/-0 KIAS Altitude: ±100 FT Heading: ±20° Specified Bank (if any): ±5° Complete no lower than 1500' AGL

PVT Standards	Airspeed: +10/-0 KIAS Altitude: ±100 FT Heading: ±20° Specified Bank (if any): ±5° Complete no lower than 1500' AGL

Secondary Stall (CFI Only)

1. Perform ***Pre-Maneuver Checklist***
2. Reduce throttle to **1500 RPM** (maintain altitude)
3. Incrementally add flaps; verify **landing configuration**
4. Initiate **stabilized descent @ 60 KIAS**
5. Throttle **idle**, increase **pitch to maintain altitude** (apply necessary rudder)
6. At first indication of stall: **Reduce AoA**
7. Once initial stall indication stops, increase **pitch to maintain altitude**
8. At buffet/stall: **Reduce AoA; Full power; Flaps 25°** *"Stable"*; **Flaps 10°** *"Stable"*
9. **Level and accelerate** to Vx 64 KIAS
10. Maintain at least Vx 64 KIAS and any positive vertical acceleration; **Flaps 0°**
11. Return to starting altitude at Vy 76
12. Perform *Cruise Checklist* when appropriate

Standards	Exhibits instructional knowledge in demonstration of stall Complete no lower than 3000' AGL

Elevator Trim Stall (CFI Only)

1. Perform ***Pre-Maneuver Checklist***
2. Reduce throttle to **1500 RPM** (maintain altitude)
3. Incrementally add flaps; verify **landing configuration**
4. Trim aircraft for a **stabilized descent @ 60 KIAS** (~5 seconds of electronic nose up trim)
5. Simulate Go-around by adding full power and allow AOA to increase (apply necessary rudder)
6. At buffet/stall: **Reduce AoA; Full power; Flaps 25°** *"Stable"*; **Flaps 10°** *"Stable"*
7. **Level and accelerate** to Vx 64 KIAS
8. Maintain at least Vx 64 KIAS and any positive vertical acceleration; **Flaps 0°**
9. Return to starting altitude at Vy 76
10. Perform *Cruise Checklist* when appropriate

Standards	Exhibits instructional knowledge in demonstration of stall Complete no lower than 3000' AGL

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Cross Controlled Stall (CFI Only)

1. Perform ***Pre-Maneuver Checklist***
2. Select **visual reference** to simulate a runway
3. Reduce throttle to **1500 RPM** (maintain altitude)
4. Incrementally add **Flaps 25°**
5. Initiate descent at 70 KIAS and simulate overshooting final
6. Power Idle; Begin coordinated left turn back to runway while adding backpressure
7. As plane begins to overbank, maintain left rudder and back pressure while adding right aileron
8. At first indication of stall: **Reduce AoA; Full power; Flaps 10°** *"Stable"*
9. **Level and accelerate** to Vx 64 KIAS
10. Maintain at least Vx 64 KIAS and any positive vertical acceleration; **Flaps 0°**
11. Return to starting altitude at Vy 76
12. Perform *Cruise Checklist* when appropriate

Standards	Exhibits instructional knowledge in demonstration of stall Complete no lower than 3000' AGL

Slow Flight Descent Demonstration

1. Perform ***Pre-Maneuver Checklist***
2. Reduce throttle to **~1500 RPM;** Slow to **70 KIAS**
3. Incrementally add flaps; verify **landing configuration**
4. Initiate **stabilized descent @ 70 KIAS;** Adjust **throttle** for 500fpm descent rate
    a. Descend ~300ft
5. Initiate **stabilized descent @ 66 KIAS;** Adjust **throttle** for 500fpm descent rate
    a. Descend ~300ft
6. Initiate **stabilized descent @ 61 KIAS;** Adjust **throttle** for 500fpm descent rate
    a. Descend ~300ft
7. **Increase throttle**; Perform level ***Slow Flight*** **@ 61 KIAS**
8. Recovery: **Reduce AoA; Full power; Flaps 25°; Flaps 10°**
9. **Level and accelerate** to Vx 64 KIAS
10. Maintain at least Vx 64 KIAS and any positive vertical acceleration; **Flaps 0°**
11. Return to starting altitude while pitching for Vy 76 KIAS
12. Perform *Cruise Checklist* when appropriate

Standards	Complete no lower than 1500' AGL

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Unusual Attitudes

1. **Use the attitude indicator to quickly determine whether the airplane is in a nose high or nose low attitude** (cross check with altimeter, airspeed, and vertical speed indicators)
2. **Recognizing a nose high attitude**: nose up pitch on altitude indicator, increasing altitude on altimeter, vertical speed indicator shows climb, decreasing airspeed (possibly approaching a stall)
    a. Nose High **Recovery**: **Add full power, simultaneously lower the nose to the horizon, level the wings, trim**
3. **Recognizing a nose low attitude**: nose down pitch on attitude indicator, decreasing altitude on altimeter, vertical speed indicator shows descent, increasing airspeed
    a. Nose Low **Recovery**: **bring power to idle, level the wings** to avoid overstressing the airframe, **smoothly bring the nose to the horizon,** trim
4. Perform *Cruise Checklist* when appropriate

Standards	Recognize and perform the correct, coordinated, and smooth flight control application to recover

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Instrument Approach

1. **Build** the approach
   a. Tune frequencies
   b. Load/activate approach as appropriate
   c. Verify *pink* or *green* data

2. **Brief** the approach plate

3. **5NM** from **FAF** (Final Approach Fix):
   a. Complete ***Descent Checklist***
   b. Complete ***Before Landing Checklist***

4. **2NM** from **FAF** (Final Approach Fix):
   a. Verify **data validity** (*Pink: WAAS, LPV, LNAV)* | *Green*: localizer frequency + bearing)
   b. If using autopilot: verify *NAV* and *APR* functions

5. **1NM** from **FAF** (Final Approach Fix):
   a. Slow below **102 KIAS** (Throttle ~2000RPM)
   b. **Flaps 10°**
   c. Maintain **90 KIAS (**Throttle ~2300RPM)

6. **At FAF (Final Approach Fix):**
   a. Descend at **90 KIAS** (Throttle ~1800RPM)**;**
   b. Verify minimums

If visual
   a. Use flaps and throttle appropriately to maintain **70 KIAS** on final
   b. Below 200”AGL: disengage autopilot

Missed procedure
   a. **C**ram: Add full power
   b. **C**limb: Pitch for **76 KIAS**
   c. **C**lean: With **64 KIAS** and positive vertical acceleration: **Flaps 0°**
   d. **C**lick: **TO/GA** button (inside of the throttle)
   e. **C**ommunicate: Announce going missed

Standards	Airspeed: ±10 KIAS Heading: ±10° Altitude: ±100 FT Course: <¾ scale deflection