**Your First Solo Notes**

**Lesson 1: Pre-Solo Maneuvers**

* Includes **S turns** and **turns around a point**
* A constant bank turn with any wind will result in a ground track that differs from a constant
* To make a circle bank angle must be varied with the wind
  + **Upwind side:** Decrease bank angle as groundspeed decreases to maintain the circle
  + **Downwind side:** Increase bank angle as groundspeed increases
* **S – Turns across a road**: Plane makes semi-circles on each side of a straight road
  + Flown **600 – 1000 ft above ground level (AGL)**
  + Road should be at a right angle to the wind
  + Start a right angle to the road heading away from the wind
  + Make a 180 turn over the road
  + Complete the turn at a right angle to the road with wings level
  + Repeat the process on the other side of the road
* At the beginning of the turn bank should be steepest
* The greatest crab angle will should occur when the plane is 90 crosswind
* When you are directly crosswind pick a point on the road to finish the cross
* **Turns Around a Point:** Constant altitude turn that maintains a constant distance from a point.
  + Pick an identifiable marker like a four-way intersection
  + Begin a turn and project ahead by picking a marker to cross with a certain reference distance
  + Change you bank angle similar to how you do during an S turn depending on your relation to the wind.
* **Warning: Never exceed a 45 bank during the turns!**

**Lesson 3: Steep Turns**

* **Airplane Load Factor:** At earths surface the force on an airplane at rest is 1G( 1 Gravitational Weight)
* **Load Factor:** Aerodynamic stress on the airplane
  + A load factor of **2Gs** indicates twice the planes weight and usually occurs in a **60** bank
  + Airplane maneuvering limit load factors typically have 3 categories

1. **Normal:** **3.8** positive Gs, **1.52** Negative Gs
2. **Utility: +4.4** Gs , **-1.76** Gs
3. **Acrobatic:** +**6** Gs, **-3** Gs
   * Planes typically have a safety margin limit of 1.5 times the maneuvering load factor

* The load factor of a turn during a constant altitude turn is purely bank angle dependent.
  + **30 = 1.15** Gs
  + **45 = 1.41** Gs
  + After 45 degrees the load factor increases exponentially
  + **60 = 2** Gs
  + **70 = 2.92** Gs
* A higher load factor will make the plane stall at a higher speed
* Load factor on a stalled plane can’t exceed **1 G**
* Elevator back pressure during a turn will modify the load factor
* Some acrobatic planes are equipped with a **G-meter** to measure load factor
* For non acro planes seat of the pants flying is a reliable measurement
* **Maneuvering Speed (V­­­A):** The speed at which an airplane stalls before exceeding the design limit loads
  + Changes based on the weight of the airplane
  + Should not be exceeded in rough air
* **Steep turn execution:**
  + Should be flown above 1,500 ft AGL
  + Clear the area and check for other aircrafts first
  + Fly the aircraft below or at the maneuvering speed.
  + The increased AOA needed to maintain high lifting component will a higher pitch attitude than a medium bank turn
  + Rate of turn will be between 9 and 12 degrees per second
  + **45 degrees is not marked on the attitude indicator**
    - Align the wings of the artificial airplane with the ground reference line on the attitude indicator

1. First pick a reference point outside to determine your turn
   1. For the private pilot test you need to perform a 360 degree turn and stay within 100ft.
2. Add aileron pressure for long enough to reach 45 degree bank
3. Increase power and elevator pressure to maintain altitude
4. If you start losing altitude shallow the bank and then pull back slightly on the elevator to regain it
5. If you start to climb increase bank or reduce the back pressure on the elevator.
6. You may need to use some rudder to keep the turn coordinated
7. Begin rollout with opposite aileron pressure within 25 to 35 degrees of the target point.

**Lesson 5: Emergencies**

* **FAR 91.3 (b) :** *In an in-flight emergency requiring immediate action the pilot in command may deviate from any rule of this part to the extent required to meet that emergency.*
* **You can deviate from the rules in an emergency to save the plane, yourself and others on the ground!!!**
  + The FAA may ask later for a report on the emergency, but if they don’t ask then a report is not required.
* If on the takeoff roll the engine doesn’t feel right or is performing unusually abort takeoff before V1 and Taxi back to have it checked.
* **Engine Failure After:**
  + Don’t turn back to the airport
    - You likely won’t make it
  + Immediately lower the nose and pitch for best glide speed
  + Pick the most suitable landing spot
  + If you are below 200 ft AGL keep turn banks under 20 degrees (shallow)
* **Partial Engine power failure**
  + Fly straight ahead and gain some altitude
  + Keep turns shallow
  + Gradually turn back to the airport and land on some runway
  + Land normally in the pattern if you still have power
* **Instructor simulated failures**
  + Know the wind direction beforehand
  + Fly the airplane and establish speed for best glide
  + Pick a good landing site and spiral down over it
  + Land on a normal approach if possible
* **In any emergency after deciding a potential landing spot perform the emergency procedures checklist and see if you can identify and fix the problem!**
* **Emergency checklist for Cessna Skyhawk(Engine Restart)**
  + Establish best glide speed of 65 Knots
  + Fuel shutoff valve ON
  + Fuel selector to BOTH
  + Auxiliary fuel pump on
  + Mixture to rich
  + Ignition switch to both (engage starter if prop is stopped)
* **If Engine does not restart Checklist**
  + Seats upright and belts secure
  + Mixture Idle cutoff
  + Fuel shutoff valve off
  + Ignition off
  + Flaps on (full flaps recommended)
  + Airspeed 60 knots
  + Master switch off when landing is assured
  + Unlatch the doors before touchdown
* Try to approach the landing with a normal glide
* Vary your turn to final with bank angle if you are too high
* **NEVER try to stretch the Glide by pulling!**
* **Instrument Failure Emergencies**
  + Your instructor could cover the airspeed indicator and altimeter to simulate the failure
  + You will need to learn and apply judgement skills for VFR to estimate attitude and altitude

**Please always check for and know your airplanes specific Emergency Checklist inside and out when you fly. It will include engine or electrical fire procedures and you don’t want to burn to death.**

**Lesson 7: Fog and Atmospheric Pressure**

* **The Three R’s of Weather**
* **Recognize, Respect, and Refrain** from flying into marginal or hazardous weather.

* Clouds are essentially weather Signposts in the air

* **Layered clouds (Stratus):** Indicate stable conditions
  + Usually retards vertical movement of air
  + Expect a smooth flight with fair to poor visibility
  + Nimbostratus cloud is a stratus cloud producing precipitation
  + Light rain or snow when precipitating
  + Found on or within a few feet of surface = Fog

* **Cumulus Clouds:** Extensive vertical development
  + A sign of unstable air
  + Expect a bumpy flight with relatively high visibility
  + Rain or snow is usually heavy and localized
  + The unstable air can cause a convective current leading to vertical development
  + Can carry pollutants and dust away from surface improving surface visibility.

Earth’s Atmosphere

* **Troposphere**: lowest layer 0 to 40,000 feet
  + Temperature generally decreases with altitude
* **Stratosphere:** Second layer 10 to 50 KM
  + Temperature remains the same as altitude increases

* **Tropopause**: Boundary between both Troposphere and Stratosphere

* **Inversion:** A section where the temperature increases with altitude.
  + Can cause stable section of the atmosphere
  + Eliminates vertical movement of the air

* **Surface and Low Level Inversions:**
  + Pollutants such as fog, smoke, and dust can be trapped close to the ground causing poor visibility.

**Moisture Related Weather Conditions**

* The atmosphere is about 0.001% earth’s water but is responsible for all weather.
* **Fog and Thunderstorms** are two such moisture-related weather conditions.
* Humidity and energy stored in the water is relative to the temperature
* Colder air typically has less water vapor
* **At constant atmospheric pressure, Every 20 degree Fahrenheit increase in temperature doubles the maximum amount of water that an air mass can hold.**
* **Relative Humidity:** Relationship between amount of water vapor in the air and the maximum amount the air can hold at that temperature
* **Dewpoint:** Temperature at which relative humidity is 100%
* Water molecules need a kernel or Nucleus to condense
* **Condensation Nuclei:** Tiny particles in the air on which water condenses.
  + Typically dust, salt , combustion impurities or charged particles.
* **Warning:** When the temperature hits dew point, precipitation may begin if there are enough condensation nuclei. It may Rain or fog.

**Fog**

* Can happen before the relative humidity reaches 100%
* Occurs most commonly in the colder months
* Formed by addition of moisture to the air and/or cooling the air to the dew point. Combination of the 2 can work together

* **Radiation Fog /Ground Fog**
  + Terrestrial heat escapes and water vapor condenses at the surface layer due to cloudless, nocturnal conditions
  + Causes a surface level temperature inversion that can go to several thousand feet
  + Cooling of the air under the inversion causes fog to form
  + Light winds roll in the fog but strong ones disperse it
  + Happens late at night or early morning.
  + Won’t persist in strong temperature inversions or if clouds are above to absorb the energy
  + Rarely happens over bodies of water

* **Advection Fog / Sea Fog**
  + Caused by wind transport water vapor to a cooler surfaces
  + Formed when moist, warm air moves over a cold surface
  + Can also happen over snow in winter
  + Prevails along the coasts and great lakes of the Eastern U.S

|  |  |
| --- | --- |
| **Radiation Fog** | **Advection Fog** |
| Isolated | Widespread |
| Burns off quickly | Long- lasting |
| Night or early morning | Day or night |

* **Upslope Fog**
  + Very common around mountains or high elevation
  + Formed when moist, stable air is forced up a sloped surface by wind
  + Very dense and dissipates after the upslope wind ceases
  + The orographic lift can form cumulus clouds

* **Precipitation-Induced Fog**
  + Forms when precipitation evaporates as it falls.
  + The rain or drizzle evaporates while falling or on the surface
  + Can encompass a large area rapidly and persist for a long time
  + When Freezing the vapor can depose directly into ice crystals
  + Ice fog forms in conditions similar to those of radiation fog with colder temperatures

* **The Conditions that Create Fog**
  + Small temperature/dew point spread
  + Winds are calm or light
  + Precipitation is continuous
  + Precipitation is continuous
  + Condensation nuclei are abundant
  + Cooling processes are active

**Temperature variations and Altimeter Indications**

* Atmospheric pressure systems are typically grouped into low and high pressure systems
* **High Pressure Systems:**
  + Surrounded by areas of lower pressure
  + Typically, a source of good weather
  + Spins clockwise
  + **Ridge:** An elongated high pressure system

* **Low Pressure Systems**
  + Surrounded by high pressure zones
  + Generally, has bad weather i.e., storms, hurricanes
  + Spins counter-clockwise
  + **Trough:** Region of an elongated low pressure system

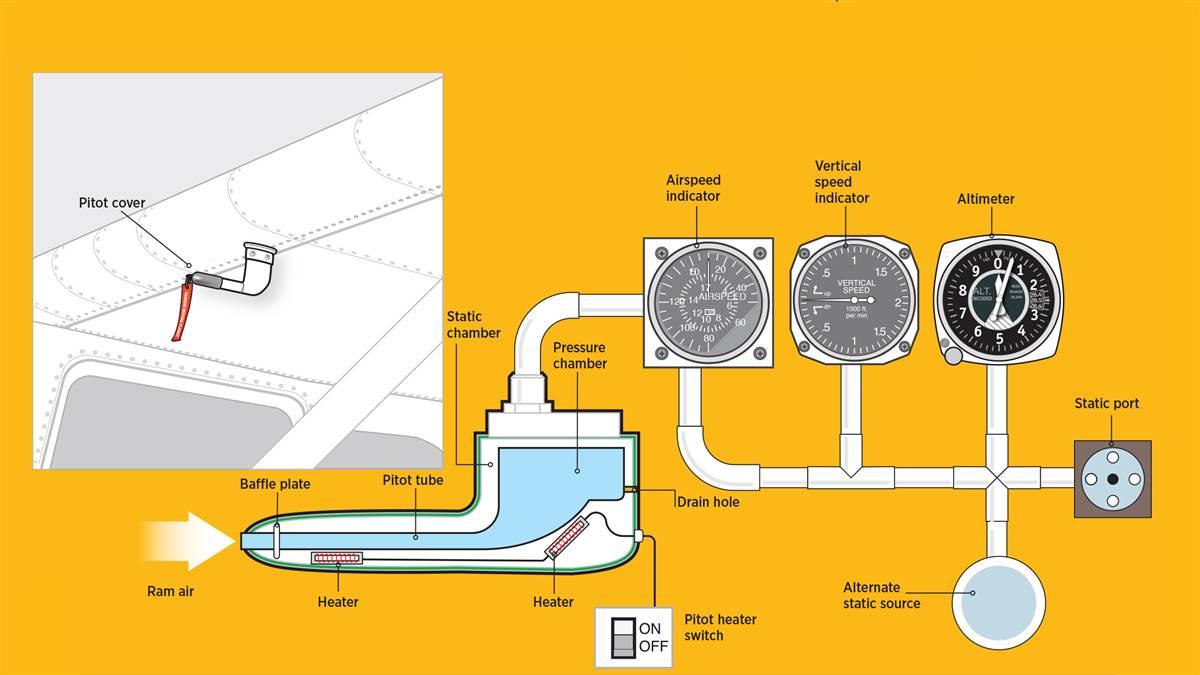
* **Sea level Pressure :**
  + Typically 14.7 pounds per square inch **(lbs/in2)** or 760.2 **mmHG**
  + Since the atmosphere is built out of compressible gas pressure will decrease with altitude
  + At 18,000 ft pressure is typically 7.32 lbs2 or 378.5 **mmHG**

* **Standard Day:** **59 degree F (15 C), 29.92 inches of mercury (“Hg) pressure**
  + A reference used for benchmarking aircraft performance and meteorological conditions.

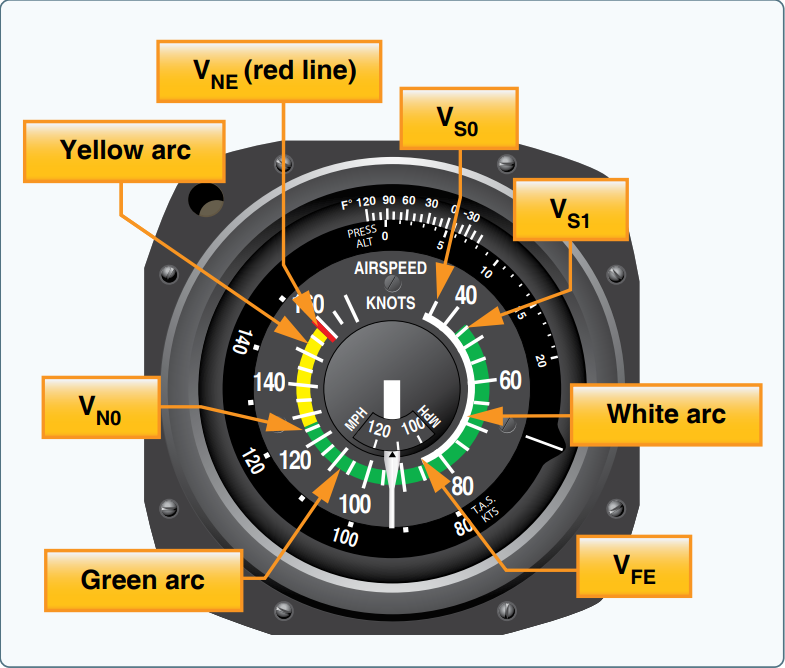
* **Altitude vs Pressure**
  + Pressure drops 1”Hg per every 1,000 ft of altitude
  + If you move to a lower pressure zone your altimeter will report a higher than true altitude in vice versa.
  + “**From high to low pressure look out below**”
  + “**From low to high look to the sky**”
  + If you go from a warm area to a colder one your altimeter will report a higher than actual altitude. This works in vice versa
  + “**From hot to cold look out below**”

**Lesson 9: The Pitot Static System**

* **The Pitot Static System**: drives the **airspeed indicator**, **Altimeter**, and **vertical speed indicator (VSI)**



* The Airspeed Indicator:
  + A differential pressure gauge that measures the difference between impact pressure at the pitot tube and undisturbed atmospheric pressure in flight.
  + This leads to many different types of airspeed measurement
* **Indicated Airspeed (IAS):**
  + Airspeed read directly from the indicator
  + Uncorrected for errors caused by installation, differences in atmospheric density, instrument configurations
* **Calibrated Airspeed (CAS):**
  + Corrected for errors of the airspeed caused by position of the pitot and static source
  + Should be detailed in a table or graph in the pilots operating handbook that shows correction at different flaps settings.
* **True Airspeed (TAS):**
  + Corrects calibrated airspeed for temperature and pressure variations
  + As altitude increases, indicated airspeed decreases
  + Airspeed indicator will only show true airspeed at sea level on a standard day
  + **Rule of thumb:** True airspeed increases 2% over CAS every 1,000 ft
* **Airspeed specific markings**
  + **Green arc**: Normal Operating range
  + **Lower edge of green arc Vs**: Power-off stalling speed at max weight and flaps up
  + **Upper limit of green arc VNO:** Max structural cruising speed with flaps up and max weight
  + **Yellow arc:** Smooth air only regime
  + **Red line VNE:** Never Exceed.
  + **White Arc:** Flaps operating range
  + **Lower limit of white arc:** Power-off stalling speed; full flaps at max weight
  + Most likely these marking represent indicated speed, but for some planes they can be calibrated speed. Check the manual.
  + **Warning:** Maneuvering speed is not marked. It changes based on airplane weight so check the manual.



* **Altimeter settings:**
  + Given on the basis of sea level and equal barometric pressure only at sea level.
  + For high altitude airports this is what a barometer would read if it was in a pit dug downward to sea level.
* **Atmospheric Pressure Lapse Rate (**lower altitudes**):** 
  + Pressure changes approximately 1 inch of mercury per 1,000 ft
  + Changing the colesman window by 1 graduation changes the altitude reading by 1000ft in the same direction.

**Altitude types**

* **Indicated Altitude:** Read directly off of the altimeter with the correct pressure settings
  + Shows approximate height above mean sea level (MSL).
* **Pressure Altitude:** Shown on altimeter when set at 29.92 Hg
* **Density Altitude:** Pressure altitude corrected for non-standard temperature.
  + This is the altitude used for flight performance calcs
  + Warmer than standard temperature = relatively high density altitude
  + Colder than standard temperature = relatively low density altitude
* **Absolute Altitude**: Height above terrain also called AGL
* **True Altitude**: True vertical distance above mean sea level.
  + These are the altitudes shown on sectional charts and above ground
  + The calculation of true altitude are based on a standard temperature lapse rate 2 per 1,000 Feet

**Vertical Speed Indicator:**

* Measures the rate of change of pressure and shows a vertical change rate in ft per minute.
* Has a 6 – 9 second lag in reading accuracy

**Lesson 11: METARs and the Weather Depiction Chart**

* **Reports:** Conditions in the atmosphere observed at a specific time.
* **Meteorological Aerodrome Report (METAR):**
  + Report wind, visibility, precipitation, cloud coverage and altimeter setting
  + Is a routine weather report for an airport and issued, hourly
  + Based on international meteorological standards
  + **Speci:** A METAR that is indicated as special because weather conditions keep changing throughout the day.
  + Typically follow the Where/ When / Wind
  + First you will see airport designation preceded by a K, i.e. KRSW for FT. Meyers Florida
  + Second you will see the day and time of the observation. i.e 241953Z = 24th of the month, 19:53 coordinated universal time (UTC)