

N3619R Fact Book

Performance and Operational Information

3/31/2007

Cherokee N3619R

THIS IS NOT AN OFFICIAL DOCUMENT. DO NOT RELY ON THIS INFORMATION FOR AIRCRAFT OPERATIONS. ALWAYS USE THE OFFICIAL PILOT OPERATING HANDBOOK OR AIRCRAFT MANUAL.

PREFLIGHT INSPECTION

CABIN

Certificates/Documents.....IN AIRCRAFT
Parking Brake.....SET
Control Wheel Lock.....REMOVE
Ignition Switch.....OFF
Radio Master.....OFF
Master Switch.....ON
Fuel Quantity Indicators.....CHECK QUANTITY
Fuel Pump ON.....CHECK PRESSURE
Flaps.....DOWN FOR INSPECTION
*** For Night Operations: Lights.....CHECK
Master Switch.....OFF
Fuel Selector Valve.....PROPER TANK
Baggage Door.....CHECK LOCKED

RIGHT WING

Aileron.....CHECK FREEDOM & SECURE
Wing Tie Down.....DISCONNECT
Main Wheel Tire.....CHECK(Inflation/Condition)
Fuel Tank Sump Quick Drain Valve.....DRAIN
Fuel Quantity.....CHECK VISUALLY
Fuel Filler Cap.....SECURE

NOSE

Engine Oil Dipstick.....(6-8 Qts) CHECK/SECURE
Propeller & Spinner.....CHECK
Alternator Belt.....CHECK
Landing Light(s).....CHECK
Carburetor Air intake.....CHECK
Nose Wheel Strut & Tire.....CHECK
Wheel Chocks.....REMOVE
Windshield.....CHECK CLEAN

LEFT WING

Main Wheel Tire.....CHECK(Inflation/Condition)
Fuel Tank Sump Quick Drain Valve.....DRAIN
Fuel Quantity.....CHECK VISUALLY
Fuel Filler Cap.....SECURE
Pitot Tube/Cover.....CHECK/REMOVE
Static Vent.....CHECK
Fuel Tank Vent Opening.....CHECK
Stall Warning.....CHECK
Wing Tie Down.....REMOVE
Aileron.....CHECK FREEDOM & SECURE

TAIL SECTION

Tail Tie-Down.....DISCONNECT
Control Surfaces....CHECK FREEDOM & SECURE

BEFORE STARTING ENGINE

Preflight Inspection.....COMPLETE
Passenger Briefing.....COMPLETE
Seats, Belts, Shoulder Harness...ADJUST & LOCK
Fuel Selector Valve.....PROPER TANK
Brakes.....SET
Circuit Breakers.....CHECK IN
Auto Pilot.....OFF

STARTING ENGINE

Avionics/Radio Master ...SWITCHES OFF (DOWN)
Mixture.....RICH
Carburetor Heat.....COLD (IN)
Prime.....AS REQUIRED (2-6)
Throttle.....OPEN 1/8"
Master Switch.....ON

Electric Fuel Pump.....ON/Check Pressure
Propeller Area.....CLEAR
Ignition Switch.....START
Oil Pressure.....CHECK
Electric Fuel Pump.....OFF/Check Pressure
Throttle.....WARM UP @ 1000RPM
Mixture.....Lean
Avionics/Radio Master.....ON

BEFORE TAXI

Lights & Flashing Beacon.....AS REQUIRED
Audio Panel.....SET
DG.....SET
Flaps.....UP
Brakes.....TEST

BEFORE TAKEOFF

Parking Brake.....SET
Seats, Belts, Harnesses.....CHECK SECURE
Doors and Windows.....CLOSE & LOCK
Flight Controls.....FREE & CORRECT
Fuel Selector Valve.....PROPER TANK
Mixture.....RICH
Throttle.....2000 RPM
Magnetos...CHECK (125 max +- 50 difference)
Carburetor Heat.....CHECK for RPM Drop
Engine Instruments & Ammeter.....CHECK
Suction Gage.....CHECK
Throttle.....IDLE
Throttle Friction Lock.....ADJUST
Elevator Trim.....SET for T/O
Nose Trim.....SET for T/O
Flight Instruments.....CHECK & SET
Radios.....SET
Transponder.....ALTITUDE
Wing Flaps.....SET for takeoff
Lights.....AS DESIRED
Brakes.....RELEASE

TAKEOFF

NORMAL

Auto Pilot Off

Wing Flaps.....UP
Carburetor Heat.....COLD (IN)
Elevator Trim.....SET
Electric Fuel Pump.....ON
Mixture.....MAX RPM (RICH)
Throttle.....FULL OPEN
Elevator Control.....LIFT NOSE WHEEL (60 MPH)
Climb Speed.....85-100 MPH

SHORT FIELD TAKEOFF

Wing Flaps.....0 degrees
Soft field.....25 degrees 2nd notch
Carburetor Heat.....COLD (IN)
Elevator Trim.....SET
Brakes.....APPLY
Mixture.....MAX RPM (RICH)
Fuel Pump.....ON
Throttle.....FULL OPEN
Brakes.....RELEASE
Elevator Control.....SLIGHTLY TAIL LOW
Climb Speed.....74 MPH

ENROUTE CLIMB

Airspeed.....100 MPH
Throttle.....FULL OPEN

Mixture.....RICH
 Electric Fuel Pump..... ON

CRUISE

Power.....2200 – 2500 RPM
 Elevator TrimADJUST
 Mixture.....LEAN

DESCENT

Fuel Selector Valve..... PROPER TANK
 Power.....AS DESIRED
 Mixture.....ADJUST

BEFORE LANDING

Seats, Belts, Harnesses.....SECURE
 Fuel Selector Valve..... PROPER TANK
 Mixture.....RICH

LANDING

NORMAL LANDING

Airspeed.....85 MPH (flaps up)
 Wing Flaps.....AS DESIRED (below 85 KIAS)
 Airspeed.....76 MPH (flaps down)
 Touchdown.....MAINS FIRST
 Landing Roll.....lower nose wheel gently
 Braking.....MINIMUM REQUIRED

SHORT FIELD LANDING

Airspeed.....80-85 MPH (flaps up)
 Wing Flaps.....FULL DOWN
 Airspeed.....70-75 MPH (until flare)
 Throttle.....REDUCE to Idle after clearing obstacle
 Touchdown.....MAINS FIRST
 Landing Roll.....Lower Nose Wheel Gently
 Braking.....AS REQUIRED
 Wing Flaps.....RETRACT

GO-AROUND

Throttle.....FULL OPEN
 Carburetor Heat.....COLD (IN)
 Wing Flaps.....RETRACT SLOWLY
 Climb Speed.....70 MPH

AFTER LANDING

Carburetor Heat.....COLD (IN)
 Wing Flaps.....UP
 Transponder.....STANDBY
 Lights.....As Required

SHUTDOWN

Brakes.....SET
 Avionics Master.....OFF
 Electrical Equipment & Lights.....OFF
 Mixture.....IDLE CUTOFF
 Ignition Switch.....OFF
 Master.....OFF
 Control Lock.....INSTALL
 Hobbs.....RECORD
 Aircraft.....SECURE
 Flight Plan.....CLOSE

ENGINE FAILURE DURING TAKEOFF RUN

Throttle.....IDLE
 Brakes.....APPLY
 Wing Flaps.....RETRACT
 Mixture.....IDLE CUT-OFF
 Ignition Switch.....OFF
 Master Switch.....OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

Airspeed..80 MPH (flaps up) 70 MPH (flaps down)
 Mixture..... IDLE CUT-OFF
 Fuel Selector Valve.....OFF
 Ignition Switch.....OFF
 Wing Flaps As Required
 Master Switch.....OFF

ENGINE FAILURE DURING FLIGHT

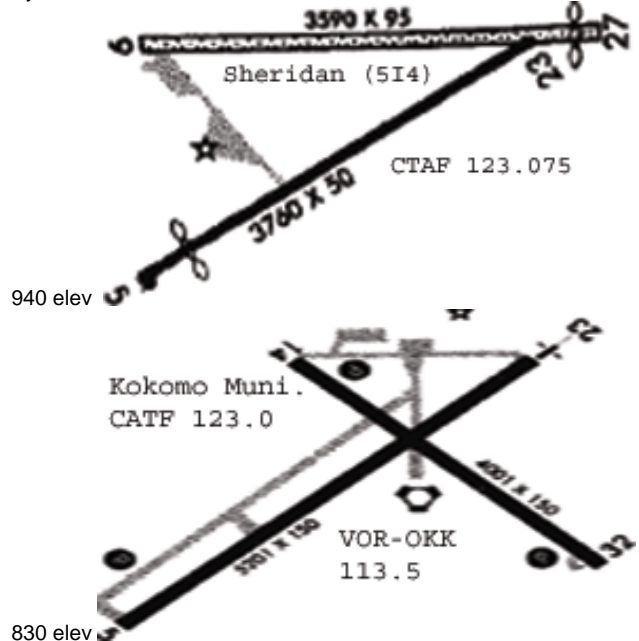
Airspeed.....80 MPH
 Carb Heat.....ON
 Fuel Selector Valve..... PROPER TANK
 Electric Fuel PumpON
 Mixture.....RICH
 Ignition Switch.....BOTH (or Start if prop stopped)
 Primer.....IN & LOCKED
 Transponder.....7700
 Radio.....121.5 MAYDAY!

EMERGENCY LANDING W/O POWER

Airspeed..80 MPH (flaps up) 70 MPH (flaps down)
 Mixture.....CUT-OFF
 Fuel Selector Valve.....OFF
 Fuel PumpON
 Ignition Switch.....OFF
 Wing Flaps As required (40 recommended)
 Master Switch.....OFF
 DoorsUNLATCH PRIOR TO TOUCHDOWN
 Touchdown.....Slightly Tail Low (min. speed)
 Brakes.....APPLY HEAVILY

Max Weight	2400 lbs	Useful Load	973 lbs
Useful Load after Full Fuel	673 lbs	Max Baggage	200 lbs
Oil Capacity	8 qts	Fuel Capacity	50 gal
Fuel Burn	10/hour	Usable Fuel	48

Vso	57 MPH	Vfe	115 MPH	Downwind	90
Vs1	67 MPH	Va	129 MPH	Base	85
Vx	74 MPH	Vno	140 MPH	Final	80
Glide	80 MPH	Vne	171 MPH	Short	70
Vy	85 MPH	X-wind		TAS	125



GLENNDALE AIRPORT: 122.90 CTAF, 850 Elevation, Pwr Lines 18
 18 right traffic, 36 left traffic

Power Setting Table-Lycoming Model O-360 Series, 180 HP Engine

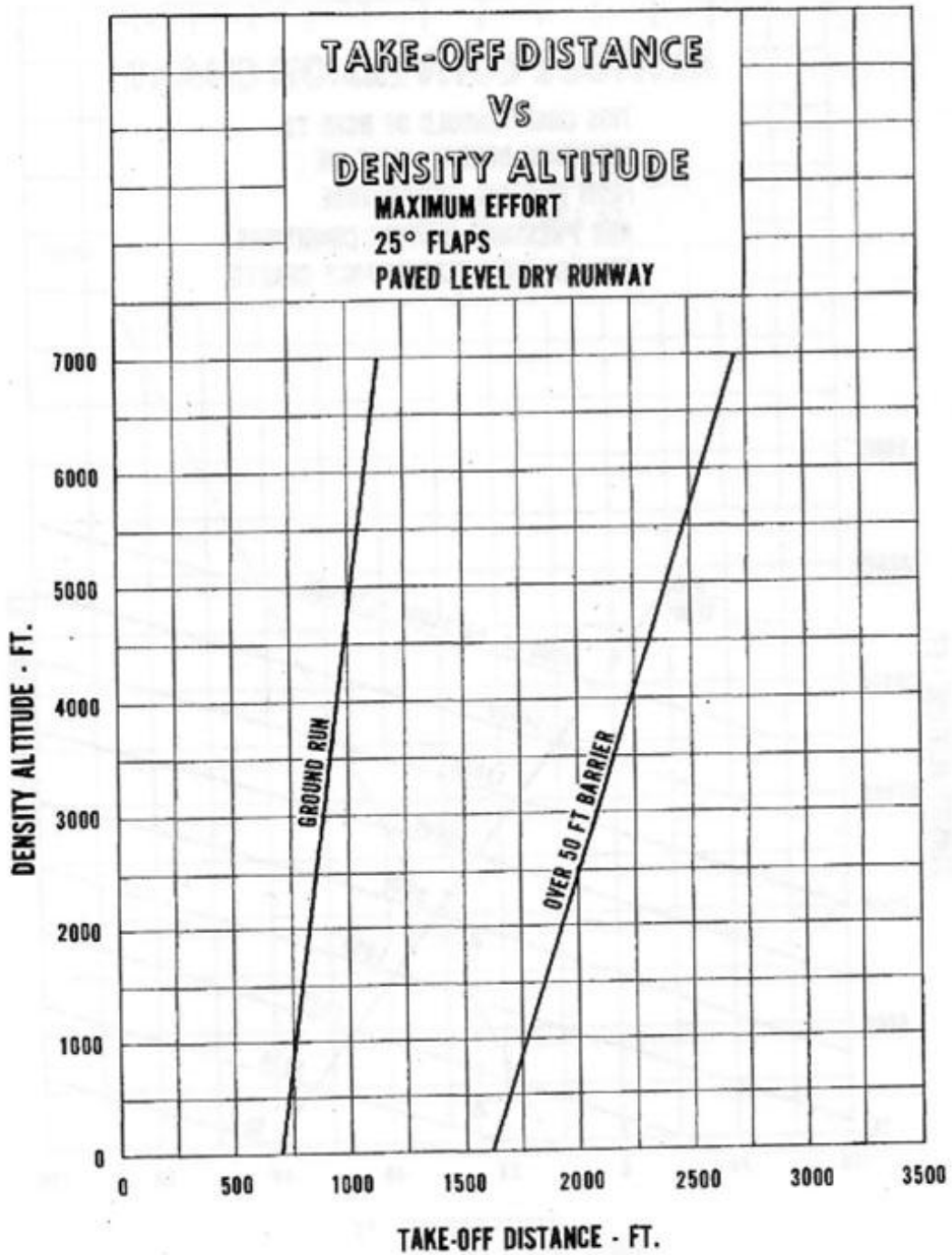
Press. Alt	Std Alt Temp °F	108 HP 60% Power RPM	117 HP 65% Power RPM	126 HP 70% Power RPM	135 HP 75% Power RPM	Press. Alt
SL	59	2290	2370	2440	2500	SL
1,000	55	2310	2390	2460	2520	1,000
2,000	52	2330	2410	2480	2540	2,000
3,000	48	2350	2430	2500	2560	3,000
4,000	45	2370	2450	2520	2580	4,000
5,000	41	2390	2470	2540	2600	5,000
6,000	38	2410	2490	2560	2620	6,000
7,000	34	2430	2510	2580	2640	7,000
8,000	31	2450	2530	2600	—	8,000
9,000	27	2470	2550	2620	—	9,000
10,000	23	2490	2570	—	—	10,000
11,000	19	2510	2590	—	—	11,000
12,000	16	2530	—	—	—	12,000

STALL SPEED TABLE

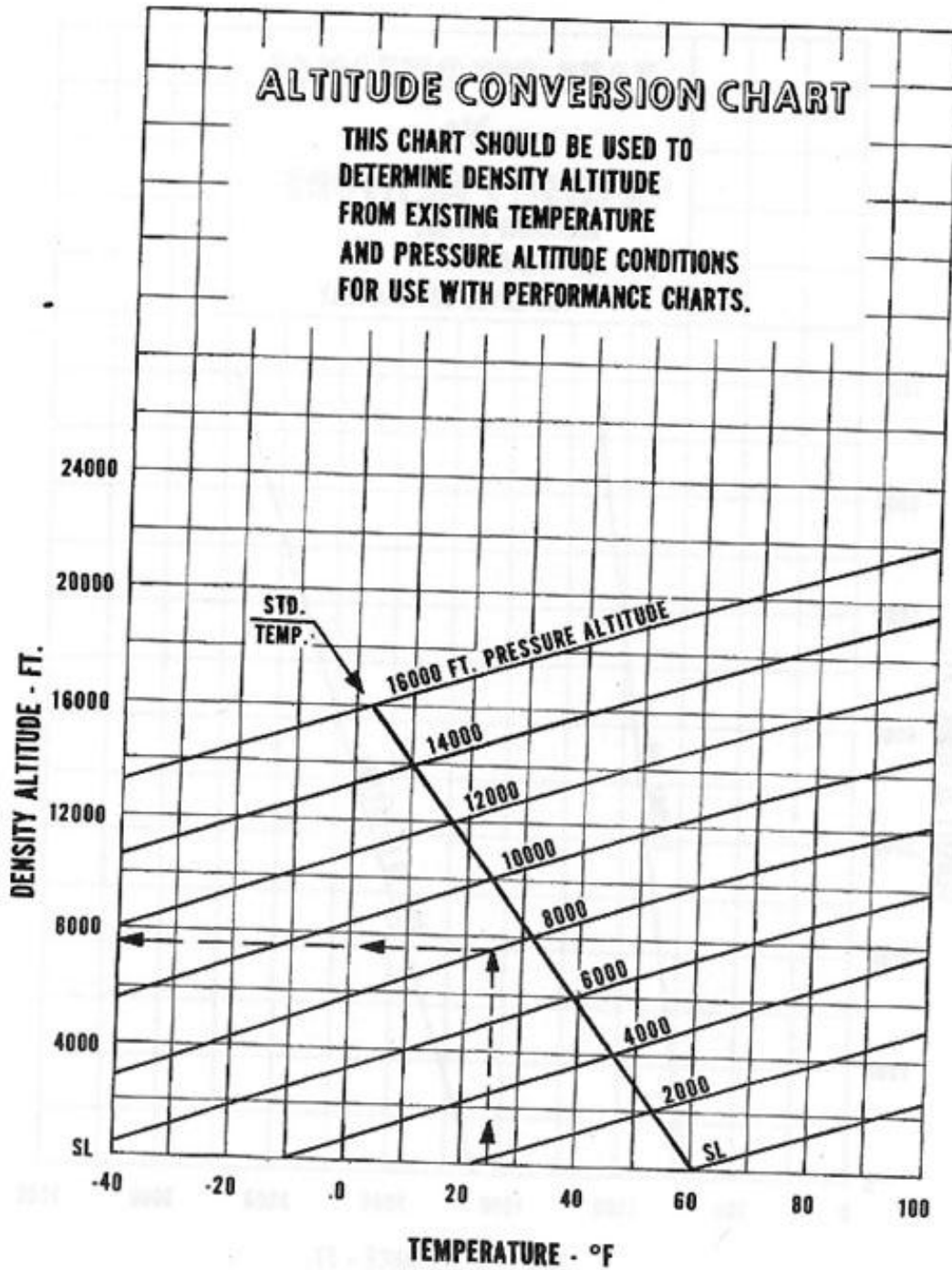
Angle of Bank	Flaps 40°	Flaps Retracted
0°	57 MPH	67 MPH
20°	59 MPH	69 MPH
40°	65 MPH	77 MPH
60°	81 MPH	95 MPH

Power Off – Gross Weight 2400 lbs.

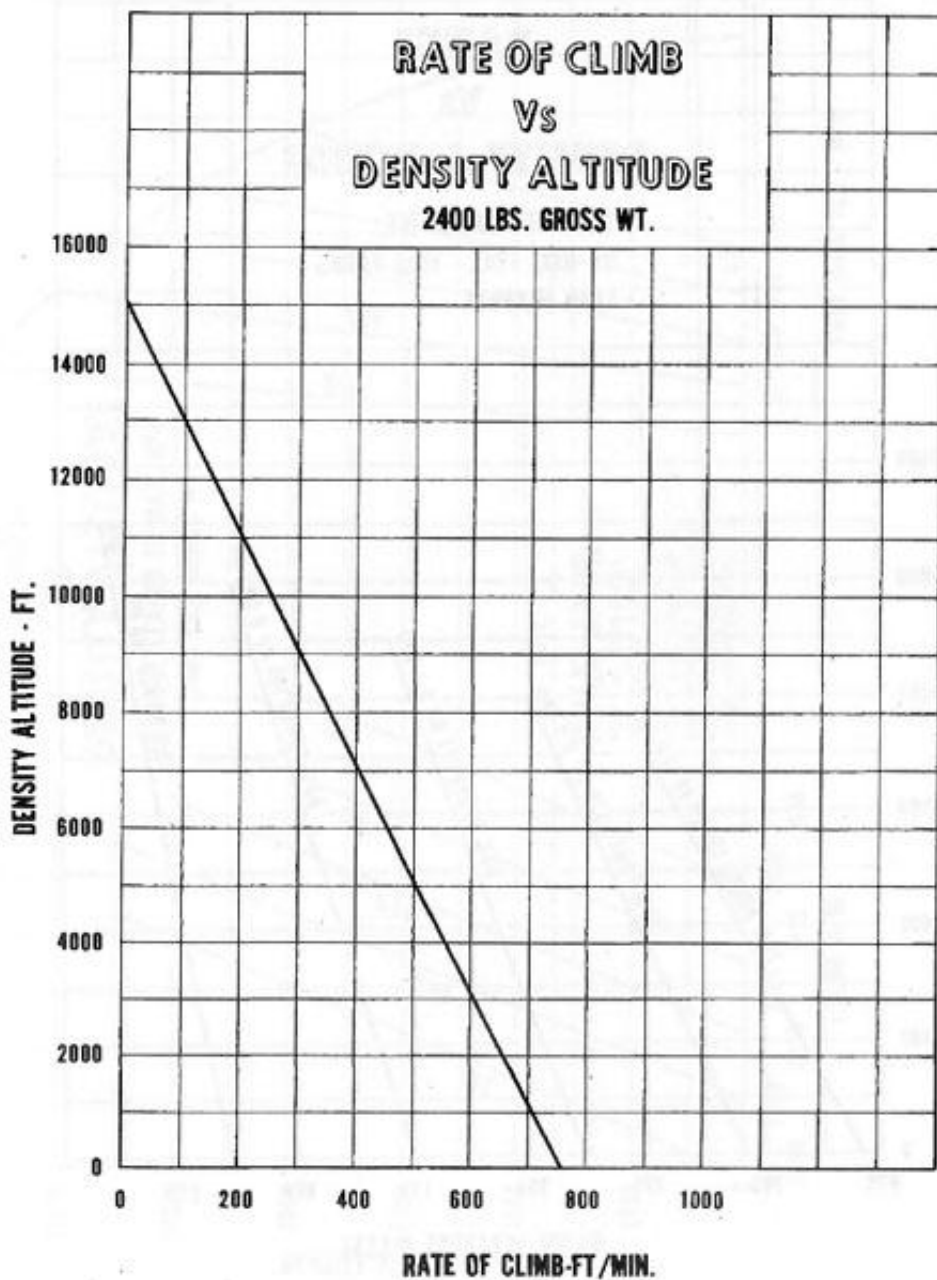
PA-28-180 PIPER CHEROKEE



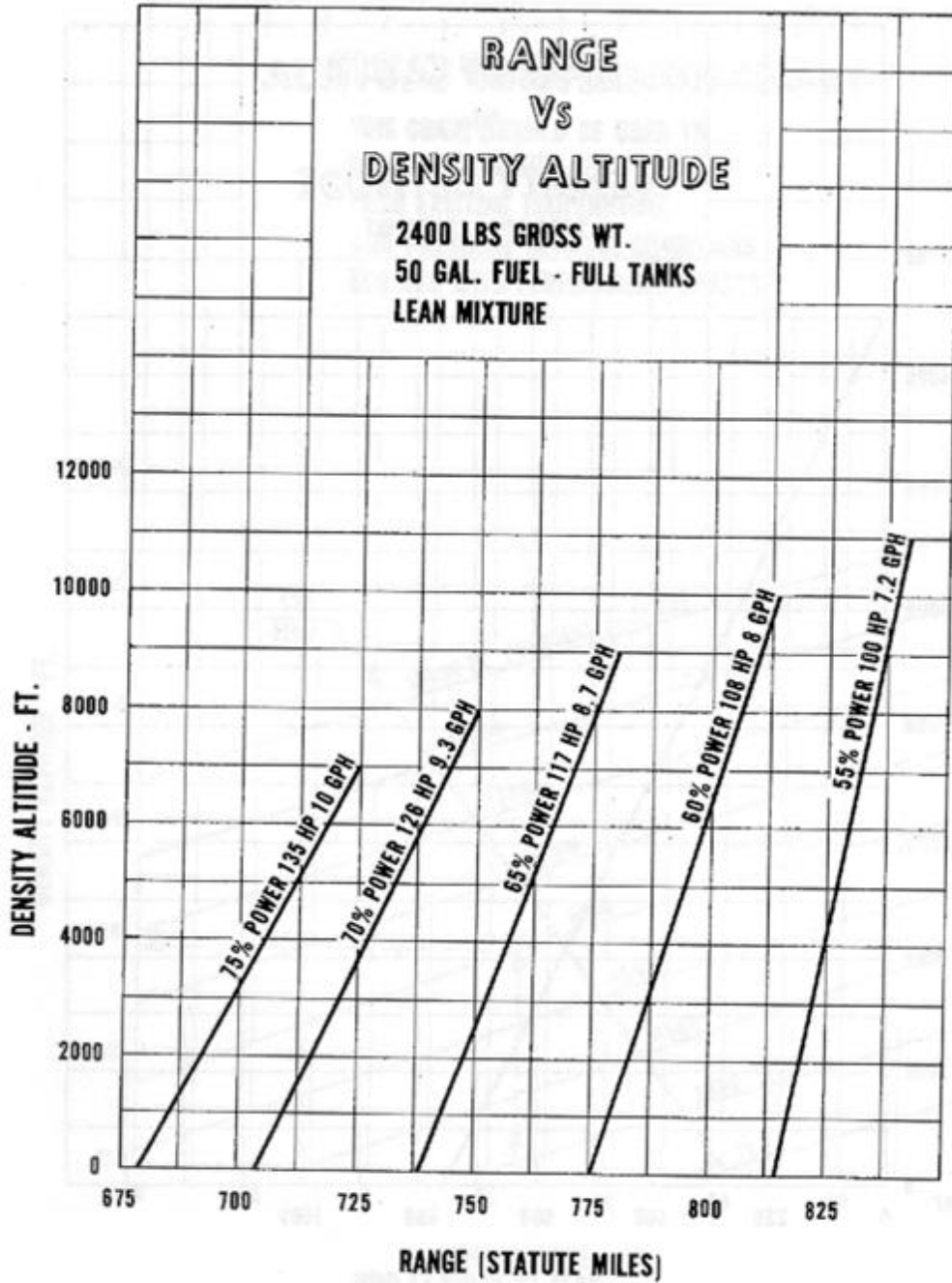
PA-28-180 PIPER CHEROKEE



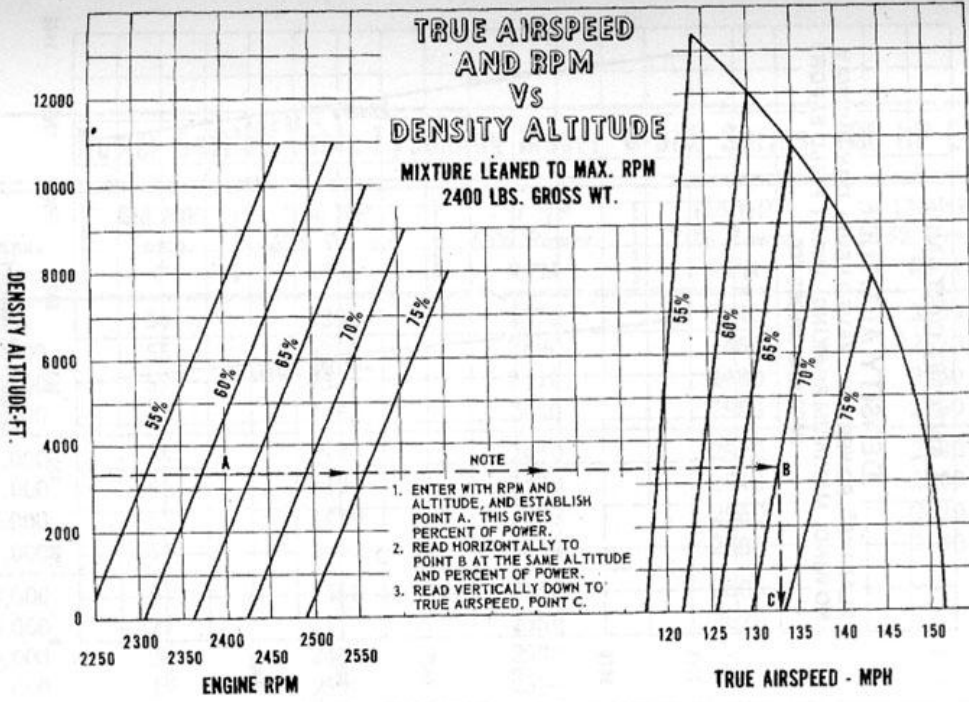
PA-28-180
PIPER CHEROKEE



PA-28-180 PIPER CHEROKEE



**PA-28-180
PIPER CHEROKEE**



PA-28-180 PIPER CHEROKEE

