

Pilot's Checklist



PIPER
CHEROKEE WARRIOR AND WARRIOR II
PA-28-151 AND PA-28-161

Revision 1 – 06/30/2014

REVISIONS

Changes and/or additions in this checklist will be covered by Owner Advisories published by the Piper Aircraft Corporation. It is the responsibility of DSU to maintain this checklist in a current status when it is used for operational purposes. Additional checklist procedures may be inserted within the manufacture's procedures by DSU Flight Operations

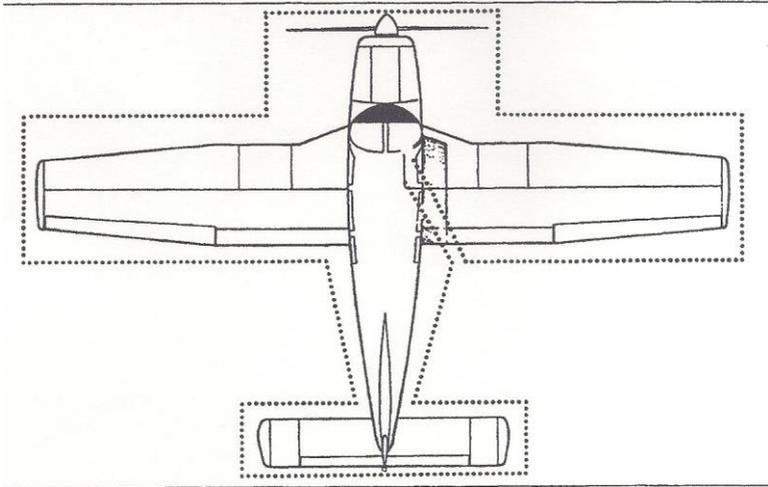
LOG OF REVISIONS

Revisions to this checklist shall supersede all previous revisions in its entirety as listed below. All previous checklists should be discarded.

<u>REVISION</u>	<u>DATE</u>
Revision 1	June 30, 2014
Initial Issue	October 31, 2012

ALL REFERENCES TO SECTIONS THROUGHOUT THIS CHECKLIST PERTAIN TO THE APPROPRIATE SECTION OF THE PILOT'S OPERATING HANDBOOK (POH). DSU OPERATES THREE (3) PA28-151 AND THREE (3) PA28-161 AIRCRAFT. SHOULD ANY LIMITATION OR PROCEDURAL DIFFERENCE EXIST BETWEEN THE TWO MODELS, THE MORE RESTRICTIVE SHALL APPLY.

NORMAL PROCEDURES



Visually check airplane for general condition during walk-around inspection. In cold weather, remove even the smallest of accumulations of frost, ice or snow from wing, tail and control surfaces. If a night flight is planned, check operation of all lights and ensure a flashlight is available. For detailed information and explanation of these procedures, refer to POH, Section 4.

Procedures in the following Normal checklist shown in **bold-faced** should be committed to memory.

PREPARATION

Flight Log.....CHECK FOR OPEN SQUAWKS
Hobbs/Tach Meters RECORD
100 Hour/Annual Insp/VOR CHECK
Required Papers.....ON BOARD
Weather..... SUITABLE
Baggage..... WEIGHED, STOWED, TIED
Weight and C.G. WITHIN LIMITS
Navigation PLANNED
Charts and navigation equipmentON BOARD
Performance and rangeCOMPUTED AND SAFE

PREFLIGHT CHECK

COCKPIT

Control Wheel..... RELEASE BELT
Primary Control CHECK
Parking Brake SET
Avionics..... OFF
Ignition..... OFF/KEY ON GLARESHIELD
Master Switch ON
Fuel Quantity Gauges CHECK
Internal Lights CHECK
External Lights..... CHECK
Stall Warning Horn OPERATIONAL
Pitot Heat..... CHECK
All Switches OFF
Master Switch OFF
Flight Controls CHECK
FlapsEXTEND FULLY (40°)
WindshieldCLEAN
Trim SET FOR TAKEOFF
Baggage..... STOWED PROPERLY, SECURE

Right Wing

Wing FREE OF ICE, SNOW, FROST
Control Surfaces..... CHECK FOR INTERFERENCE –
FREE OF ICE, SNOW, FROST
Flap, Hinges, and Actuator CHECK
..... FOR INTERFERENCE
Static Wicks CHECK
Wing Tip and Navigation Lights CHECK
Wing Tie-Down REMOVE
Fuel Tank CHECK SUPPLY VISUALLY
SECURE CAP
Fuel Tank Sumps DRAIN CHECK FOR WATER
SEDIMENT AND PROPER FUEL
Fuel Vents CHECK OPEN
Tie Down and Chock REMOVE
Tire Condition CHECK
Brake Blocks/Caliper/Pad CHECK
Hydraulic Lines CHECK
Main Gear Strut PROPER INFLATION (4.5 IN.)
Air Inlets CLEAR

Nose Section

Cowl Plugs REMOVE
Engine Comp. Right Side OPEN, CHECK
Fuel and Oil CHECK FOR LEAKS
Oil Quantity CHECK LEVEL
Dipstick PROPERLY SEATED
Engine Cowling CLOSE AND SECURE
Windshield CLEAN
Propeller and Spinner CHECK
Air Inlets CLEAR
Alternator Belt CHECK TENSION
Inspection Covers SECURE
Landing Light CLEAN AND SECURE

Shock Strut..... PROPER INFLATION (3.25 IN.)
Tire..... CHECK
Chock..... Removed
Engine Comp..... LEFT SIDE OPEN, CHECK
Hydraulic Fluid Reservoir..... CHECK
Engine Cowling..... CLOSE AND SECURE
Fuel Strainer..... DRAIN, CHECK FOR WATER

Left Wing

Wing..... FREE OF ICE, SNOW, FROST
Control Surfaces..... CHECK FOR INTERFERENCE –
FREE OF ICE, SNOW, FROST
Flap, Hinges and Actuator CHECK
..... FOR INTERFERENCE
Air Inlets CLEAR
Shock Strut..... PROPER INFLATION (4.5 IN.)
Tire Condition CHECK
Brake Blocks/Caliper/Pad CHECK
Hydraulic Lines CHECK
Fuel Tank CHECK SUPPLY VISUALLY
SECURE CAP
Fuel Tank Sumps DRAIN
Fuel Vents CHECK OPEN
Tie-Down and Chock REMOVE
Stall Warning CHECK
Pitot Head..... REMOVE COVER, HOLES CLEAR
Wing Tip and Navigation Lights CHECK
Static Wicks..... CHECK

Fuselage, Left Side

Antennas SECURE
Condition FREE OF ICE, SNOW, FROST
Side Windows CLEAN

Empennage

Condition FREE OF ICE, SNOW, FROST
Fresh Air Inlet UNOBSTRUCTED
Rudder and Stabilator Hinges CHECK
Stabilator Trim and Push Rod CHECK
Tie Down REMOVE

Fuselage, Right Side

Condition FREE OF ICE, SNOW, FROST
Antennas SECURE
External Power Receptacle CHECK
Side Windows CLEAN
Tow Bar and Control Locks STOW
Baggage Door CLOSE AND SECURE
Primary Flight Controls PROPER OPERATION
Cabin Door CLOSE and SECURE AS REQUIRED
Belts and Harnesses FASTEN/ADJUST - CHECK
INERTIA REEL

Before Starting Engine

Passenger Safety Brief BRIEFED
Empty Seats SEAT BELTS SNUGLY
FASTENED
Brakes SET
Fuel Selector FULLEST TANK
Carburetor Heat FULL OFF
Altimeter SET TO FIELD ELEVATION
Avionics master OFF

Starting Engine when COLD

Throttle ¼" OPEN
Circuit Breakers CHECK IN
Avionics Master Switch OFF
Master Switch ON
Anti-Collision Light ON
Electric Fuel Pump ON
Mixture FULL RICH
Engine Primer PRIME AS REQ., THEN LOCK
Prop Area VISUALLY, AUDIBLY CLEAR
Starter ENGAGE
Throttle ADJUST
Oil Pressure CHECK

Starting Engine when HOT

Throttle ½" OPEN
Circuit Breakers CHECKED IN
Avionics Master Switch OFF
Master Switch ON
Anti-Collision Light ON
Electric Fuel Pump ON
Mixture FULL RICH

Prop AreaVISUALLY, AUDIBLY CLEAR
Starter **ENGAGE**
Throttle..... **ADJUST**
Oil Pressure **CHECK**

Starting Engine when FLOODED

ThrottleFULL OPEN
Circuit BreakersCHECKED IN
Avionics Master Switch OFF
Master Switch ON
Anti-Collision Light ON
Electric Fuel Pump OFF
Mixture IDLE CUT-OFF
Prop AreaVISUALLY, AUDIBLY CLEAR
Starter **ENGAGE**
Mixture **ADVANCE**
Throttle..... **RETARD**
Oil Pressure **CHECK**

Starting Engine with EXTERNAL POWER

Master Switch OFF
All Electrical Equipment OFF
Terminals..... CONNECT
External Power INSERT IN FUSELAGE
Proceed with Normal Start
Throttle LOWEST POSSIBLE RPM
External Power DISCONNECT
Master Switch ON – CHECK AMMETER
Oil Pressure..... CHECK

Warm Up Checklist

Throttle 800 to 1200 RPM

After Starting Checklist

Electric Fuel Pump OFF
Mixture LEANED FOR TAXI
Avionics Master Switch ON
Intercom TESTED
Transponder ALTITUDE ENCODING
ATIS/Airport Info RECIEVED
Basic "6" Instruments SET
ATC Clearance RECIEVED
Radio Stack/Clock SET
Lights ON AS REQUIRED

Taxi Checklist

Chocks REMOVED
Taxi Clearance RECEIVED
Parking Brakes RELEASE
Taxi Area CLEAR
Throttle APPLY SLOWLY
Brakes CHECK
Steering CHECK
Mag Compass SWINGS FREELY
Attitude Indicator ERECT
Turn Coordinator SHOWS TURN DIRECTION
Ball & Inclinometer..... MOVES TO OUTSIDE OF TURN

Ground Runup Checklist

Parking Brake SET
Mixture RICH
Throttle 2000 RPM
Warning Lights (If Equipped) PRESS TO TEST
Oil Temp CHECK
Oil Pressure CHECK
Electric Fuel Pump OFF
Fuel Pressure CHECK
Alternator CHECK
Vacuum 5.0" HG +/- .5
Magnetos..... MAX DROP 175; MAX DIFF. 50 RPM
Carb Heat CHECK
Throttle RETARD (1000 RPM)
Parking Brake RELEASE

Before Takeoff Checklist

Magnetos..... BOTH
Master Switch ON
Fuel Selector PROPER TANK

Electric Fuel Pump ON
Carb Heat OFF
Seat Back ERECT
Mixture SET
Primer..... LOCKED
Engine Gauges.....CHECKED/GREEN
Flaps SET
Trim Tab..... SET
Controls..... FREE AND CORRECT
Basic “6” Instruments..... SET
Radio Stack/Clock SET

Takeoff Briefing

Takeoff Procedure BRIEF
Takeoff Emergencies BRIEF

When Cleared for Takeoff

Wing Strobes ON
Landing Light ON
Door and Window LATCHED
Clock START

Takeoff

NORMAL TAKEOFF

Nose Wheel STRAIGHT
Directional Gyro CHECKED TO RWY HDG
Brakes APPLY AND HOLD
Throttle 2,000 RPM
Engine Gauges CHECKED ALL GREEN
Power FULL
Brakes RELEASED
Airspeed ALIVE
Rotate 53 KIAS
Climb 63 KIAS OR 75 KIAS

SHORT FIELD, OBSTACLE CLEARANCE TAKEOFF

Flaps 25°
Nose Wheel STRAIGHT
Directional Gyro CHECKED TO RWY HDG
Brakes APPLY AND HOLD
Throttle 2,000 RPM
Engine Gauges CHECKED ALL GREEN

Power FULL
BrakesRELEASED
Airspeed ALIVE
Rotate..... 52 KIAS
Maintain V_x Until Obstacle Clearance..... 63 KIAS
Accelerate to V_y After Obstacle is Clear 75 KIAS
FlapsRETRACT SLOWLY AFTER 75 KIAS

SHORT FIELD, NO OBSTACLE TAKEOFF

Flaps 25°
Nose Wheel STRAIGHT
Directional Gyro CHECKED TO RWY HDG
Brakes APPLY AND HOLD
Throttle.....2,000 RPM
Engine GaugesCHECKED ALL GREEN
Power FULL
BrakesRELEASED
Airspeed ALIVE
Rotate..... 52 KIAS
After Breaking Ground Accelerate to V_y 75 KIAS
Flaps RETRACT SLOWLY

SOFT FIELD, OBSTACLE CLEARANCE TAKEOFF

Flaps 25°
Nose Wheel STRAIGHT, KEEP MOVING
Directional Gyro CHECKED TO RWY HDG
Brakes DO NOT APPLY
Throttle..... FULL OPEN
Engine GaugesCHECKED ALL GREEN
Airspeed ALIVE

ACCELERATE AND LIFT OFF NOSE GEAR AS SOON AS POSSIBLE; LIFT OFF AT THE LOWEST POSSIBLE AIRSPEED.

Accelerate (In Ground Effect) 63 KIAS

Climb V_x 63 KIAS
After Obstacle Cleared V_y 75 KIAS
Flaps SLOWLY RETRACT

SOFT FIELD, NO OBSTACLE TAKEOFF

Flaps 25°
Nose Wheel **STRAIGHT, KEEP MOVING**
Directional Gyro **CHECKED TO RWY HDG**
Brakes **DO NOT APPLY**
Throttle..... **FULL OPEN**
Engine Gauges**CHECKED ALL GREEN**
Airspeed ALIVE

ACCELERATE AND LIFT OFF NOSE GEAR AS SOON AS POSSIBLE
LIFT OFF AT THE LOWEST POSSIBLE AIRSPEED

Accelerate (In Ground Effect) 75 KIAS
Climb V_y 75 KIAS
Flaps SLOWLY RETRACT

Climb Checklist

Best Angle (Flaps Up)..... 63 KIAS
Best Rate (Flaps Up) 75 KIAS
Cruise Climb 87 KIAS
Electric Fuel Pump OFF AT DESIRED ALTITUDE

Cruise Checklist

Normal Max Power 75%
Power SET PER POWER TABLE
Mixture ADJUST
Landing Light..... AS REQUIRED

Maneuvers Checklist

Practice Area CLEAR OF TRAFFIC
Airspeed AT OR BELOW V_A
Fuel Selector FULLEST TANK
Mixture FULL RICH
Electric Fuel Pump ON
Landing Light..... ON

Descent Checklist

NORMAL

ATIS/Airport Info RECEIVED
Approach/Landing Brief COMPLETED
Fuel Selector PROPER TANK
Landing Light..... ON
Seat Backs ERECT
Belts/Harnesses FASTENED
Mixture RICH
Carb Heat..... ON, IF REQUIRED
Throttle 2000 RPM
Air Speed..... 100 KIAS

POWER OFF

ATIS/Airport Info RECEIVED
Approach/Landing Brief COMPLETED
Fuel Selector PROPER TANK
Landing Light..... ON
Seat Backs ERECT
Belts/Harnesses FASTENED
Mixture AS REQUIRED
Carb Heat..... ON, IF REQUIRED
Throttle CLOSE
Air Speed..... AS REQUIRED
Power VERIFY WITH THROTTLE
EVERY 30 SEC.

Approach and Landing Checklist

TO BE COMPLETED BY FAF OR 1,000 FT AGL

Electric Fuel Pump ON
Mixture SET
Power AS REQUIRED
Flaps SET – 103 KIAS MAX
Trim To..... 70 KIAS
Final Approach Speed (Flaps 40°) 63 KIAS

Go Around Checklist

Power MAX (CARB HEAT OFF)
Flaps..... INCREMENTALLY RETRACT
Pitch UP
Airspeed 63 K
Obstacle Cleared FLAPS UP
Climb 75 KIAS

After Landing Checklist

When Off Runway STOP AIRCRAFT
Throttle 1,000 RPM
Flaps RETRACT
Electric Fuel Pump OFF
Landing Light OFF
Exterior Lights AS REQUIRED
Carburetor Heat OFF
Mixture LEANED FOR TAXI

Parking Checklist

STOPPING ENGINE

Parking Brake SET
Avionics Master Switch OFF
Throttle 1000 RPM
Mixture Control IDLE CUT-OFF
Magnetos OFF
Nav and Cockpit Lights OFF
Anti-Collision Light ON
Master Switch OFF
Parking Brake RELEASE
Hobbs and Tach Meters RECORD
Squawk Sheet RECORD AND REPORT
Controls RESTRAIN
Aircraft TIED DOWN AND SECURE

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EMERGENCY PROCEDURES

ENGINE FAILURES
ENGINE FAILURE DURING TAKEOFF
ENGINE FAILURE DURING FLIGHT

FORCED LANDINGS
POWER OFF LANDING
PRECAUTIONARY LANDING WITH POWER

FIRES
ENGINE FIRE DURING START
FIRE IN FLIGHT

ELECTRICAL
ELECTRICAL FAILURES
ELECTRICAL OVERLOAD

ENGINE
ENGINE ROUGHNESS
LOSS OF OIL PRESSURE
HIGH OIL TEMPERATURE
LOSS OF FUEL PRESSURE
CARBURETOR ICING

CABIN
OPEN DOOR

Procedures in the following Emergency checklists shown in **bold-faced** type are immediate-action items which should be committed to memory.

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF

If Sufficient Runway Remains for Normal Landing

Throttle..... **CLOSE**

Land..... **STRAIGHT AHEAD**

Brakes **AS REQUIRED**

If Insufficient Runway Remains

Airspeed **MAINTAIN SAFE AIRSPEED**

Flaps..... **AS SITUATION REQUIRES**

Make only shallow turn to avoid obstructions

When committed to landing

Mixture **IDLE CUT-OFF**

Fuel Selector **OFF**

Master Switch **OFF**

Magnetos..... **OFF**

If Sufficient Altitude to Attempt a Restart

Airspeed **MAINTAIN SAFE AIRSPEED**

Fuel Selector **SWITCH TO TANK
CONTAINING FUEL**

Electric Fuel Pump **CHECK ON**

Mixture **CHECK RICH**

Carburetor Heat..... **ON**

Primer..... **LOCKED**

If Power is Not Regained

Go To POWER OFF LANDING

ENGINE FAILURES (Continued)

ENGINE FAILURE DURING FLIGHT

Best Glide Speed **73 KIAS**
Fuel Selector SWITCH TO TANK
CONTAINING FUEL
Electric Fuel Pump ON
Mixture RICH
Carburetor Heat..... ON
Engine Gauges..... CHECK FOR INDICATION
OF CAUSE OF POWER LOSS
Primer.....CHECK LOCKED
Magnetos.....CHECK ON “BOTH”

NOTE

If no fuel pressure is indicated, check tank selector to be sure it is on a tank containing fuel.

MAINTAIN BEST GLIDE SPEED

When Power is Restored

Carburetor Heat OFF
Electric Fuel Pump OFF

*LAND AS SOON AS PRACTICABLE, PERFORM SAFETY
INSPECTION*

If Power is NOT Restored

Trim **73 KIAS**
Transponder (If NOT w/ATC)..... 7700
Radio (If NOT w/ATC)..... TRANSMIT ON 121.5

Go To POWER OFF LANDING

FORCED LANDINGS

POWER OFF LANDING

Locate suitable field
Establish spiral pattern
Plan to be 1000 ft above field at downwind position for normal landing approach
When field can easily be reached slow to 63 KIAS for shortest landing

Touchdowns should normally be made at lowest possible airspeed with full flaps

When committed to landing

Ignition..... OFF
Master Switch OFF
Fuel selector OFF
Mixture IDLE CUT-OFF
Seat Belts and Harnesses TIGHT

NOTE

Cabin door is unlatched just prior touchdown to facilitate egress. Avoid street or highway landings, where “invisible” power cables are often present.

PRECAUTIONARY LANDING WITH POWER

If flight to an airport is not possible:

Select Field..... FLY OVER
NOTING TERRAIN AND OBSTRUCTIONS
Plan NORMAL APPROACH
Seat Belts and Harnesses FASTENED
Airspeed 63 KIAS

(Continued on next page)

FORCED LANDINGS (Continued)

Flaps AS REQUIRED
Master Switch OFF
Doors..... UNLATCHED UP & LOWER
Touchdown..... COMPLETED
Ignition Switch OFF

FIRES

ENGINE FIRE DURING START

Starter..... **CRANK ENGINE**
Mixture **IDLE CUT-OFF**
Throttle..... **OPEN**
Electric Fuel Pump **OFF**
Fuel Selector **OFF**

ABANDON IF FIRE CONTINUES

FIRE IN FLIGHT

SOURCE OF FIRE **CHECK**

ELECTRICAL FIRE (smoke in cabin)

Master Switch **OFF**
Vents **OPEN**
Cabin Heat **OFF**

LAND AS SOON AS PRACTICAL

ENGINE FIRE

Fuel Selector **OFF**
Throttle **CLOSED**
Mixture **IDLE CUT-OFF**
Electric Fuel Pump **CHECK OFF**
Heater **OFF**
Defroster **OFF**

Go To POWER OFF LANDING

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ELECTRICAL

ELECTRICAL FAILURES

ALT ANNUNCIATOR LIGHT ILLUMINATED

Ammeter.....CHECK TO VERIFY INOP

If Ammeter Shows Zero

ALT switch..... OFF

REDUCE ELECTRICAL LOADS TO A MINIMUM

ALT Circuit BreakerCHECK AND RESET

ALT Switch ON

If Power NOT Restored

ALT Switch OFF

NOTE

If alternator output cannot be restored, reduce electrical loads and land as soon as practical. The battery is the only remaining source of electrical power. Land as soon as practical.

ELECTRICAL OVERLOAD

ALTERNATOR OVER 20 AMPS ABOVE KNOWN LOAD

ALT Switch ON

BATT Switch..... OFF

If Alternator Loads are Reduced

Electrical Load..... Reduce to Minimum

LAND AS SOON AS PRACTICAL

ELECTRICAL (Continued)

NOTE

Due to increased system voltage and radio frequency noise, operation with ALT switch ON and BATT switch OFF should be made only when required by an electrical system failure.

If Alternator Loads Are Not Reduced

ALT Switch OFF
BATT Switch..... AS REQUIRED

*LAND AS SOON AS POSSIBLE
ANTICIPATE COMPLETE ELECTRICAL FAILURE*

ENGINE

ENGINE ROUGHNESS

Carburetor Heat..... ON

If Roughness Continues After One Minute

Carburetor Heat..... OFF

MixtureADJUST FOR MAX
SMOOTHNESS

Electric Fuel Pump ON

Fuel SelectorSWITCH TANKS

Engine Gauges..... CHECK

Magneto Switch..... L THEN R THEN BOTH

NOTE

If operation is satisfactory on either one, continue on that magneto at reduced power and RICH mixture to first airport. If roughness persists, prepare for power off landing.

LOSS OF OIL PRESSURE

Land as soon as possible and investigate cause. Prepare for power off landing.

HIGH OIL TEMPERATURE

Land at nearest airport and investigate the problem. Prepare for power off landing.

ENGINE (Continued)

LOSS OF FUEL PRESSURE

Electric Fuel Pump ON
Fuel SelectorCHECK ON FULL TANK

CARBURETOR ICING

Carburetor heat ON
MixtureADJUST FOR MAX
SMOOTHNESS

CABIN

OPEN DOOR

If both upper and lower latches are open, the door will trail slightly open and airspeeds will be reduced slightly.

Airspeed 89 KIAS
Cabin Vents CLOSE
Storm Window OPEN
If upper latch is open LATCH
If side latch is open PULL ARM REST, MOVE
HANDLE TO LATCHED POSITION
If both latches are open LATCH SIDE LATCH
THEN TOP LATCH

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PERFORMANCE

Speeds are for Aircraft at Max Gross Weight

Takeoff		
Rotation Speed (V_R)		53 KIAS
Normal Climb		75-85 KIAS
Short Field Flaps 25 (V_R)		52 KIAS
Climb, Flaps Up		
Cruise Climb		87 KIAS
Best Rate (V_Y)		75 KIAS
Best Angle of Climb (V_X)		63 KIAS
Landing Approach		
Normal Flaps Up		90 KIAS
Normal Flaps 40		63 KIAS
Short Field Flaps 40		57 KIAS
Maneuvering Speed (V_A) Turbulent Air Penetration Speed		
2440 Lbs		111 KIAS
1531 Lbs		88 KIAS
Best Glide Speed (V_G)		73 KIAS
Stall Speeds		
Stall Speed Flaps (V_{SO})		44 KIAS
Stall Speed Clean (V_{S1})		50 KIAS
Maximum Speed		
Flaps Extend Speed (V_{FE})		103 KIAS
Never Exceed Speed (V_{NE})		160 KAIS

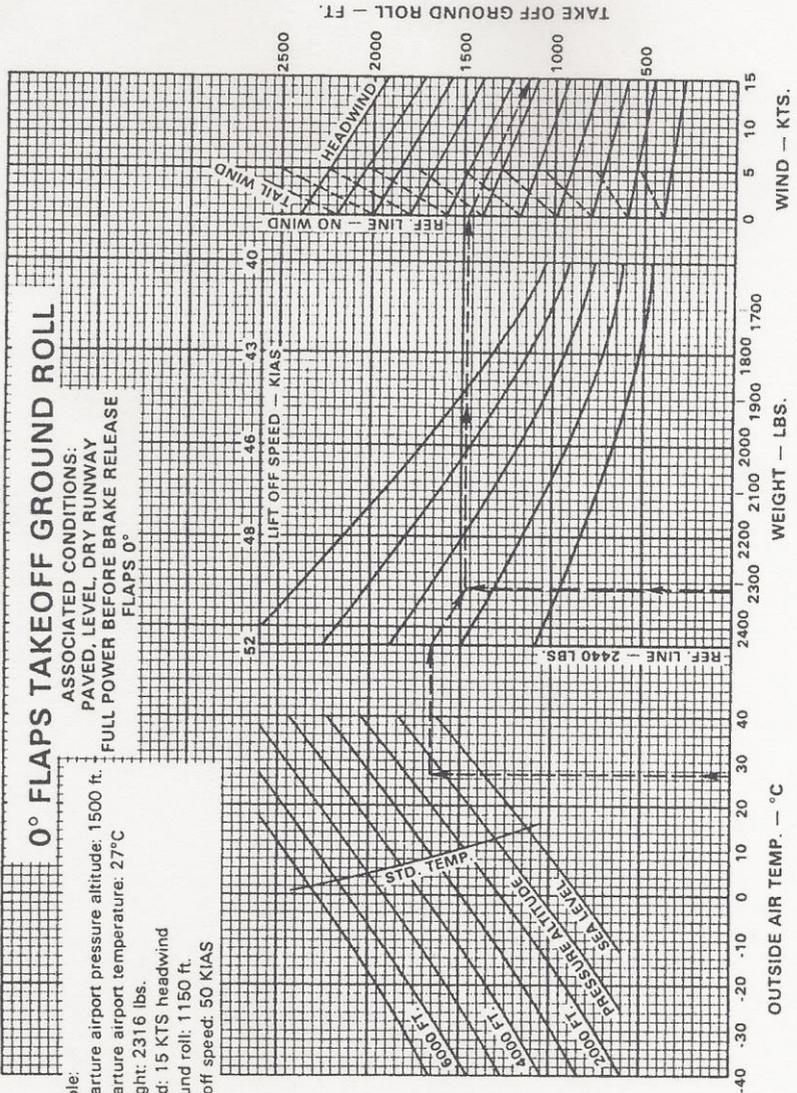
NORMAL TAKEOFF, 0° FLAPS

PA-28-161

0° FLAPS TAKEOFF GROUND ROLL

ASSOCIATED CONDITIONS:
 PAVED, LEVEL, DRY RUNWAY
 FULL POWER BEFORE BRAKE RELEASE
 FLAPS 0°

Example:
 Departure airport pressure altitude: 1500 ft.
 Departure airport temperature: 27°C
 Weight: 2316 lbs.
 Wind: 15 KTS headwind
 Ground roll: 1150 ft.
 Lift-off speed: 50 KIAS

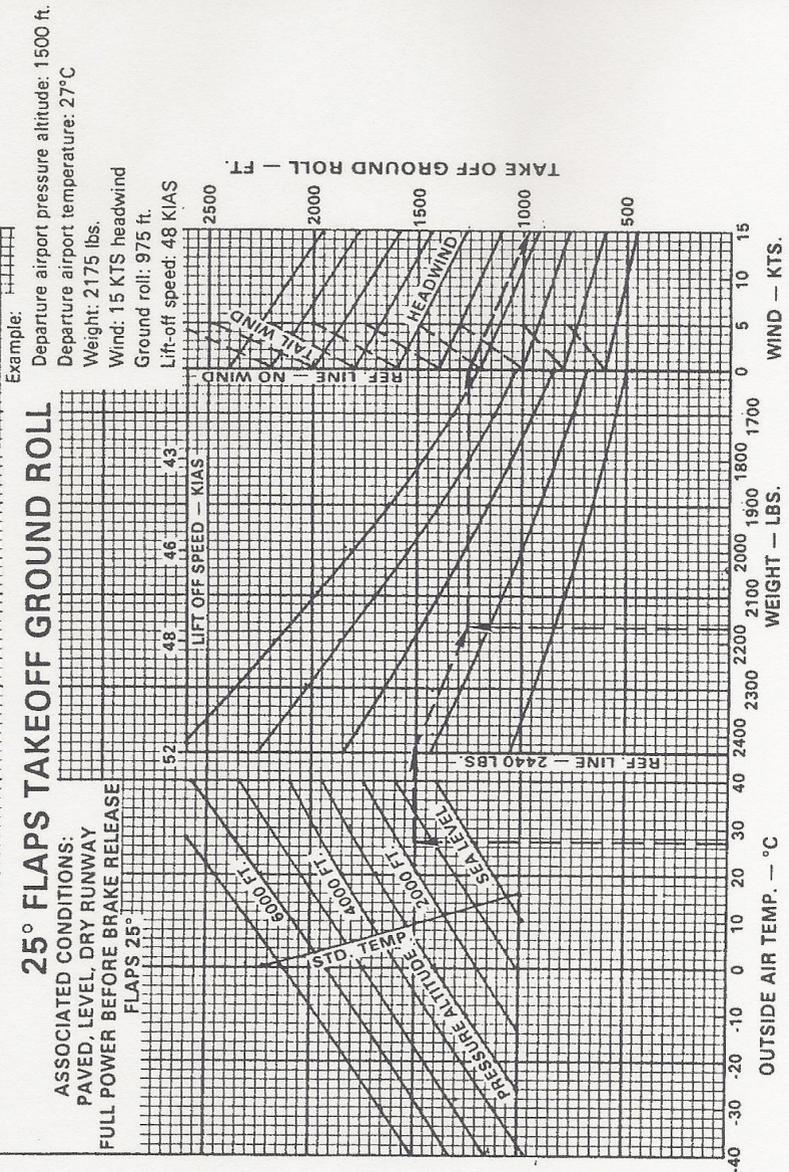


SHORT FIELD TAKEOFF 25° FLAPS

PA-28-161

25° FLAPS TAKEOFF GROUND ROLL

ASSOCIATED CONDITIONS:
PAVED, LEVEL, DRY RUNWAY
FULL POWER BEFORE BRAKE RELEASE
FLAPS 25°



CRUISE PERFORMANCE

PA-28-161

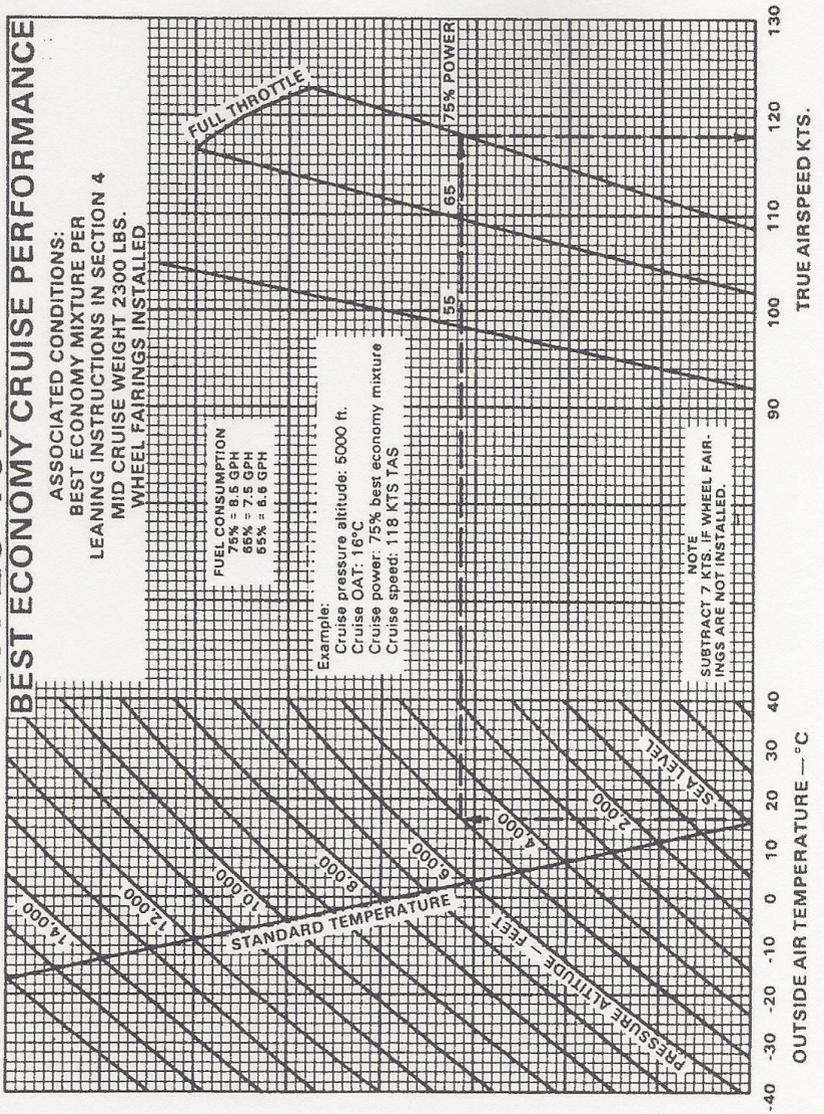
BEST ECONOMY CRUISE PERFORMANCE

ASSOCIATED CONDITIONS:
 BEST ECONOMY MIXTURE PER
 LEANING INSTRUCTIONS IN SECTION 4
 MID CRUISE WEIGHT 2300 LBS.
 WHEEL FAIRINGS INSTALLED

FUEL CONSUMPTION
 75% = 8.5 GPH
 65% = 7.5 GPH
 55% = 6.5 GPH

Example:
 Cruise pressure altitude: 5000 ft.
 Cruise OAT: 16°C
 Cruise power: 75% best economy mixture
 Cruise speed: 118 KTS TAS

NOTE
 SUBTRACT 7 KTS. IF WHEEL FAIR-
 INGS ARE NOT INSTALLED.



LANDING PERFORMANCE

PA-28-161

LANDING DISTANCE

ASSOCIATED CONDITIONS:
POWER OFF, FLAPS - 40

PAVED LEVEL DRY RUNWAY, MAXIMUM BRAKING

Example:

- Destination airport altitude: 2500 ft.
- Destination airport temperature: 24°C
- Destination airport wind: 0 KTS
- Landing Weight: 2179 lbs.
- Distance over 50 ft. barrier: 1135 ft.

LANDING DISTANCE OVER 50 FT. BARRIER — FT.

