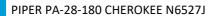
PIPER CHEROKEE 28-180



N6527J



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PREFLIGHT COCKPIT

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Parking Brakes SET

Flight Controls FREE & CORRECT

ARROW Documents Check & Plain View

Magnetos OFF, KEYS OUT

Mixture CUTOFF IDLE

Throttle CLOSED

Electrical Switches OFF

BAT Master ON

Fuel Quantity CHECK

Fuel Pump ON & Check Fuel Pressure/OFF

Avionics ON

GYROS CHECK FOR NOISE

SET/CHECK CLOCK

IFR Checks
VACUUM SYSTEM CHECK

TURN COORDINATOR CENTER AND WITH FLUID

Hobbs & Tach RECORD

Exterior Lights ON, CHECK, OFF

BAT Master OFF

Trim SET FOR TAKEOFF

Flaps EXTENDED

Baggage & Loose

STOWED & SECURE

PREFLIGHT OUTSIDE

PIPER PA-28-180 CHEROKEE N6527J



RIGHT WING

Step SECURE

Flaps & Hinges CHECK

Aileron & Hinges CHECK

Wing Surface & Rivets CHECK & NONE MISSING

Wing Tip & Lights SECURE

Fuel Vent UNOBSTRUCTED

Fuel Drain DRAIN & CHECK NO WATER/BLUE

Fuel Tank VISUALLY CHECK QUANTITY

Fuel Cap SECURE

Landing Gear Strut CHECK 4.5 INCHES

Tire CHECK 24 PSI, NO DAMAGE

Brake & Brake Line CHECK NO LEAKS

Chocks & Tie Down REMOVE

Cabin Air Inlet UNOBSTRUCTED

AIRCRAFT BRAKES

When checking the aircraft brakes look on the ground for black or red fluid as that will indicate a hydraulic leak. Also, ensure there is enough padding on the brakes and no cracks.

PREFLIGHT OUTSIDE

PIPER PA-28-180 CHEROKEE N6527J



AIRCRAFT NOSE

General Conditions CHECK

Oil Level MIN 7 QTS

Propeller SECURE & FREE OF NICKS

Alternator Belt CHECK

Air Inlets CHECK/UNOBSTRUCTED

Landing Light CHECK/SECURE

Landing Gear Strut CHECK 3.25 INCHES

Tire CHECK 24 PSI, NO DAMAGE

Cowlings Latches SECURE

Fuel Drain DRAIN & CHECK NO WATER/BLUE

PROP INSPECTION

Before and after any flight, take a few minutes to inspect your aircraft propeller. Start by visually inspecting the prop to ensure there are no signs of nicks, gouges, cracks in the spinner dome, blade "wobble," missing hardware or erosion.

PREFLIGHT OUTSIDE

PIPER PA-28-180 CHEROKEE N6527J



LEFT WING

Cabin Air Inlet UNOBSTRUCTED

Wing Surface & Rivets CHECK & NONE MISSING

Fuel Vent UNOBSTRUCTED

Fuel Drain DRAIN & CHECK NO WATER/BLUE

Fuel Tank VISUALLY CHECK QUANTITY

Fuel Cap SECURE

Tire CHECK 24 PSI, NO DAMAGE

Brake & Brake Line CHECK NO LEAKS

Chocks & Tie Down REMOVE

Pitot-Static Tube UNOBSTRUCTED

Stall Warning CHECK

Wing Tip & Lights SECURE

Aileron & Hinges CHECK

Flaps & Hinges CHECK

EMPENAGE

Skin & Antennas CHECK

Stabilator CHECK

Trim Tab CHECK

Rudder CHECK

Tail Skid CHECK

Tiedown REMOVE

Baggage Door LOCKED & SECURED

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BEFORE START

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Preflight COMPLETE

Seatbelts/Harnesses ON & SECURE

Seats VERIFY SECURE

Passenger Brief COMPLETED

Circuit Breakers VERIFY IN

Carburetor Heat COLD/DOWN POSITION

Primer LOCKED

Flaps RETRACT/UP

BRAKES SET&HOLD

PASSENGER BRIEF

Brief your passengers on how to open and close the door, seat and seatbelt use, emergency exit, emergency procedures, flight controls awareness, sterile cockpit, traffic avoidance, and normal aircraft operations.

START- NORMAL

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Master Switch ON

Mixture FULL RICH

Fuel Pump ON

Prime 1-2 THROTLLE

Propeller Area CLEAR PROP

Ignition BOTH

WHEN ENGINE STARTS

Throttle 1000 RPM

Oil Pressure CHECK IN GREEN

Fuel Pressure CHECK

Mixture LEAN

Fuel Pump OFF/VERIFY FUEL PRESSURE AFTER

Ammeter/Volts CHECK

AVIONICS ON

BEFORE TAXI

Transponder VFR

ATIS/AWOS RECEIVED

Radios/Avionics SET

Altimeter/Compass SET

Lights AS REQUIRED

Parking Brakes RELEASE

Door & Overhead Latch CLOSED & LOCKED

TAXI

Brakes CHECK

Gyros (IFR) TAXI CHECK

ENGINE RUNUP

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Parking Brake SET

Seats SECURE IN TRACKS

Flight Controls FREE & CORRECT

Fuel Selector FULLEST TANK

Throttle 2000 RPM

Mixture LEAN

Carburetor Heat ON/OFF

Circuit Breakers IN NONE OUT

Magnetos L/R MAX 125 RPM Drop ,DIFF 50 RPM

Vacuum 5.0 INCHES Hg

Oil Temperature CHECK IN GREEN

Oil Pressure CHECK IN GREEN

Fuel Pressure CHECK

Ammeter/Volts CHECK WITH LOAD

Throttle IDLE (MIN 500RPM)

Throttle 1000 RPM

RUNUP ARFA

A suitable location for run-up should be firm and free of debris. Otherwise, the propeller may pick up pebbles, dirt, mud, sand, or other loose objects and hurl them backwards. This damages the propeller and may damage the tail of the airplane.

BEFORE TAKEOFF

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Fuel Pump ON

Transponder ALT

Takeoff Departure BRIEFED

Flaps NORMAL UP

SHORT/SOFT 25°

Landing Light ON

Radios TOWER/CTAF

TAKEOFF NORMAL

Throttle FULL

Engine Instruments CHECK

Airspeed ALIVE

Engine Gauges (T&Ps) GREEN

Power >2300 RPM CHECK

Rotate 60 MPH

Climb Vy 85MPH/ Vx 74 MPH

TAKEOFF BRIEF

Brief NORMAL takeoff expectations (runway, departure ops, altitude before turning) and EMERGENCIES (loss of engine after t/o, turning altitude back to airport, aborted takeoff)

CLIMB - CRUISE

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CLIMB

Flaps UP

Fuel Pressure CHECK

Cruise Climb > 1000 FT 100 MPH

Engine Instruments MONITOR

Fuel Pump OFF AT DESIRED ALTITUDE

CRUISE

FUEL PUMP OFF

Throttle 55-75% POWER

Mixture LEAN

Trim SET

Lights AS REQUIRED

FUEL TANK SWITCH

Fuel Pump ON

Fuel Selector SWITCH

Fuel Pressure CHECK

Fuel Pump OFF

FUEL TANK

For cross-country flight, the POH recommends that one tank to be used for 1h after takeoff, then the other tank to be used for 2h, then return to first tank which will have 1.5H of fuel remaining if tanks were full at take-off. The other tank will have left approx. 30min left.

< 115 MPH

LANDING

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DESCENT

Fuel Pump ON **Carburetor Heat AS REQUIRED AS REQUIRED** Mixture

APPROACH & LANDING

Weather OBTAIN Radio APPROACH/CTAF DETERMINE/BRIEF/LOAD **IFR Approach Altimeter** SET **Fuel Selector FULLEST TANK** Lights LANDING ON

Flaps Downwind 90 MPH Base 85 MPH

AS REQUIRED + GUST FACTOR Final Approach

AFTER LANDING

Flaps RETRACT **Fuel Pump** OFF Transponder STB T/O Trim OFF **Carburetor Heat** Lights **AS REQURIED** GROUND/CTAF Radio

SHUTDOWN

Pitot Cover

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Fuel Call AS REQUIRED Parking Brake SET **AVIONICS** OFF **BEACON** ON Throttle 1000RPM Mixture **CUTOFF Flectrical Switches** OFF **Hobbs & Tach** NOTE **BAT Master** OFF **OFF & KEY OUT** Magnetos **Flight Controls SECURE** Tie Down/Chocks **AS REQUIRED**

POST FLIGHT INSPECTION

After engine shutdown you should do a post-flight inspection: walk around to inspect the general condition of the aircraft, near and around the cowling for signs of oil or fuel streaks and around the oil breather for excessive oil discharge. Inspect under wings and other fuel tank locations for fuel stains. Inspect landing gear and tires for damage and brakes for any leaking hydraulic fluid. Inspect cowling inlets for obstructions.

ΔΡΡΙΥ

EMERGENCIES

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ALTERNATOR FAILURE

Ammeter CHECK WITH LOAD

Electrical Load REDUCE

ALT Circuit Breaker CHECK THE 5&60 FIELD AMP

IF popped, wait 5min, then reset. If pops again, DO NOT reset and land as soon as practical.

IF none breakers are popped:

BAT Master OFF, WAIT 30 SECOND, ON

IF alternator does not reset, maintain minimum electrical load:

Divert NEAREST AIRPORT

ELECTRICAL OVERLOAD

BAT Master OFF FOR 1MIN THEN ON

IF alternator load NOT reduced:

BAT Master ON AS REQUIRED

Electrical Load REDUCE

Divert NEAREST AIRPORT

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ENGINE FAILURE DURING FLIGHT

Airspeed Glide 80MPH

Fuel Pump ON

Fuel Selector OTHER TANK

IF previous tank empty, may take up to 10 seconds to restore power after switching to tank containing fuel.

Mixture FULL RICH

Carburetor Heat ON

Magnetos L/R/ then BOTH

Primer IN & LOCKED

Engine Gages CHECK FOR PROBLEMS

Throttle SWEEP IDLE to FULL FWD

IF propeller is Windmilling

Magnetos BOTH

IF propeller stopped

Magnetos START (release after)

IF engine DOES NOT start

Emergency Landing p. 20 PERFORM CHECKLIST

IF engine starts

Carburetor Heat OFF

Fuel Pump OFF

IF the indicated fuel flow immediately drops to zero (indicating failure of the engine driven pump) return fuel pump switch to ON

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ENGINE FAILURE DURING TAKEOFF

Airspeed Glide 80MPH

Throttle IDLE

Land < 1000 feet STRAIGHT AHEAD

IF time permits

Mixture IDLE CUTOFF

Fuel Selector OFF

Radio MAYDAY CALL

BAT Master OFF

Magnetos OFF

Door UNLATCH

Flaps AS REQUIRED

ENGINE PARTIAL POWER LOSS

Airspeed Glide 80 MPH

Mixture ADJUST FOR SMOOTH OPS

Carburetor Heat ON

Fuel Pump ON

Fuel Selector CHANGE TANKS

Engine Instruments CHECK FOR PROBLEM

Magnetos L/R, then BOTH

IF engine DOES NOT run smooth

Airport LAND AS SOON AS PRACTICAL

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OIL PRESSURE LOW

IF Oil Pressure trending towards zero accompanied by engine roughness, noise, and vibration...

Engine SHUTDOWN

Land IMMEDIATELY

Emergency Landing p. 20 PERFORM CHECKLIST

IF Oil Pressure below GREEN or Oil Temperature rising

Throttle MINIMUM REQUIRED

Divert NEAREST ALTERNATIVE

OIL TEMPERATURE HIGH (OVER 425° F)

Oil Pressure CHECK

If Oil Pressure Low PERFORM CHECKLIST ABOVE

IF oil pressure normal

Climb Rate REDUCE

Airspeed 110 MPH or MORE

Mixture ENRICH

Throttle REDUCE

IF Oil Temperature remains above red-line after 1 minute

Throttle MINIMUM REQUIRED

Divert NEAREST AIRPORT

Emergency Landing p. 20 REVIEW CHECKLIST





CABIN/ELECTRICAL FIRE

Emergency Descent INITIATE

BAT Master OFF

Cabin Heat OFF

Window CLOSED

Land IMMEDIATELY

IF there smoke and fumes in the cabin OPEN the little window or the door to provide airflow. LAND IMMEDIATELY

ENGINE FIRE DURING START

Magnetos BOTH (CONTINUE CRANKING)

IF engine starts

Power 1800 RPM for a few minutes

Engine NORMAL SHUTDOWN

IF Engine fails to start

Mixture IDLE CUTOFF

Fuel Selector OFF

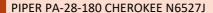
BAT Master OFF

Magnetos OFF

Aircraft EVACUATE

Fire EXTINGUISH

Extinguish using fire extinguisher, wool blanket, or dirt





ENGINE FIRE DURING FLIGHT

Mixture IDLE CUTOFF

Fuel Pump OFF

Fuel Selector OFF

Throttle IDLE

Door & Window OPEN IF REQUIRED

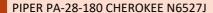
Airspeed 115 MPH OR FASTER

Land IMMEDIATELY

DO NOT RESTART THE ENGINE

After Stop

Aircraft EVACUATE





EMERGENCY LANDING NO ENGINE POWER

Turn SAFEST TERRAIN

Airspeed 80 MPH

IF off airport, ELT ACTIVATE

Mixture IDLE CUTOFF

Radio TRANSMIT MAYDAY 121.5

Transponder SQUAWK 7700

Fuel Selector OFF

Fuel Pump OFF

When Landing Assured

Flaps AS NEEDED

Seat Belts SECURED

BAT Master OFF

Magnetos OFF

Door UNLATCH

Aircraft EVACUATE