CHEROKEE 140

PA-28-140

Owner's Handbook

Piper Aircraft Corporation, Vero Beach, Florida
U.S.A.

main gear both use 600 x 6 four ply tires. All the tires have tubes.

The nose gear is steerable through a 30 degree arc each side of neutral by use of the rudder pedals. A spring device is incorporated in the rudder pedal torque tube assembly to aid in rudder centering and to provide rudder trim. The nose gear steering mechanism also incorporates a hydraulic shimmy dampener.

The oleo struts are of the air-oil type with normal extension being 3.25 inches for the nose gear and 4.50 inches for the main gear under normal static (empty weight of airplane plus full fuel and oil) load.

The brakes are actuated by a hand lever and master cylinder, which is located below and behind the left center of the instrument sub-panel. The brake fluid reservoir is installed on the top left front face of the firewall. The parking brake is incorporated in the master cylinder and is actuated by pulling back on the brake lever, depressing the knob attached to the left side of the handle and then releasing the brake lever. To release the parking brake, pull back on the brake lever to disengage the catch mechanism and allow the handle to swing forward.

CONTROL SYSTEM

Dual controls are provided as standard equipment with a cable system used between the controls and the surfaces. The horizontal tail is of the all movable slab type, with an anti-servo tab which also acts as a longitudinal trim tab, actuated by a control on the cabin ceiling. The stabilator provides extra stability and controllability with less size, drag, and weight than conventional tail surfaces. The ailerons are provided with a differential action which tends to eliminate adverse yaw in turning maneuvers and also reduces the amount of coordination

required in normal turns.

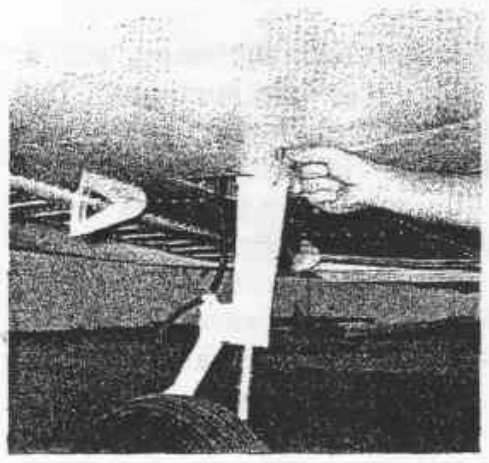
The flaps are manually operated, balanced for light operating forces and spring loaded to turn to the up position. A past-center lock incorporated in the actuating linkage holds the flap when it is in the up position so that it may be used as a step on the right side. The flap will not support a step load except when in the full up position, so it must be completely retracted when used as a step. The flaps have three extended positions, 10, 25 and 40 degrees.

FUEL SYSTEM

Fuel is stored in two twenty-five gallon tanks which are secured to the leading edge structure of each wing by screws and nut plates. This allows easy removal for service or inspection.

The standard quantity of fuel is 36 gallons for the Cherokee 140. To obtain the standard quantity of fuel, fill the tanks to the bottom of the filler neck indicator.

An auxiliary electric fuel pump is provided for use in case of failure of the engine driven pump. The electric pump should be on for all take-offs and landings.



The fuel strainer, which is equipped with a quick drain, is located on the front lower left corner of the firewall. This strainer should be drained regularly to check for water or sediment accumulation. To drain the lines from the tanks,

GROUND CHECK

Check the magnetos at 2000 RPM by switching from Both to Right then back to Both before switching to Left. Differential drop should not exceed 50 RPM while the total drop on either magneto should not exceed 175 RPM.
Check vacuum gauge, indicator should read 5" Hg ±.1" Hg at 2000 RPM.

Check both the oil temperature and pressure. The temperature may be low for some time if the engine is being run for the first time of the day, but as long as the pressure is within limits the engine is ready for take-off.

Carburetor heat should also be checked prior to take-off to be sure that the control is operating properly and to clear any ice which may have formed during taxiing. Avoid prolonged ground operation with carburetor heat ON as the air is unfiltered.

Mixture should be set full rich, except a minimum amount of leaning is permitted for smooth engine operation when taking off at high elevation.

TAKE-OFF

Just before take-off the following items should be checked:

1. Controls free
2. Flaps "UP"
3. Tab set
4. Mixture "RICH"
5. Carburetor heat "OFF"
6. Fuel on proper tank
7. Electric fuel pump "ON"
8. Engine gauges normal
9. Door latched
10. Altimeter set
11. Fasten belts/harness

The take-off technique is conventional for the Cherokee. The tab should be set slightly aft of neutral, with the exact setting determined by the loading of the aircraft. Allow the airplane to accelerate to 50 to 60 miles per hour, then ease back on the wheel enough to let the airplane fly itself off the ground. Premature raising of the nose, or raising it to an excessive angle, will result in a delayed take-off. After take-off let the aircraft accelerate to the desired climb speed by lowering the nose slightly.

Short Field, Obstacle Clearance:

Lower the flaps to 25° (second notch), accelerate to 55-60 miles per hour and ease back on the control wheel to rotate. After breaking ground, accelerate to the best angle of climb speed, 74 miles per hour. Slowly retract the flaps when the obstacle has been cleared and continue climb at 85 miles per hour.

Short Field, No Obstacles:

Lower the flaps to 25° (second notch) accelerate to 55-60 miles per hour. Ease back on the control wheel to rotate and accelerate to best rate of climb speed, 85 miles per hour. Slowly retract the flaps while climbing out.

Soft Field, No Obstacle:

Lower the flaps to 25° (second notch), accelerate aircraft and pull nose gear from the ground as soon as possible, lift off at lowest possible airspeed. Accelerate just above the ground to best rate of climb speed, 85 miles per hour. Climb out while slowly retracting the flaps.

Soft Field, Obstacle Clearance:

Lower flaps to 25° (second notch), accelerate aircraft, pull nose gear off as soon as possbile and lift off at lowest possible airspeed. Accelerate just above the ground to best angle of climb speed, 74 miles per hour to climb past obstacle clearance height, continue climb while accelerating to best rate of climb speed, 85 miles per hour and slowly retract the flaps.

CLIMB

The best rate of climb at gross weight will be obtained at 85 miles per hour. The best angle of climb may be obtained at 74 miles per hour. At lighter than gross weight these speeds are reduced somewhat. For climbing enroute a speed of 100 miles per hour is recommended. This will produce better forward speed and increased visibility over the nose during the climb.

PIPER CHEROKEE
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