

CHEROKEE D

PA-28-180

Owner's Handbook



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

REFERENCE ONLY

THIS ELECTRONIC VERSION
OF THE AOH IS
NOT APPROVED TO
REPLACE ANY OPERATING
INFORMATION REQUIRED
BY THE REGULATIONS.

- b. Drain fuel tank sumps (two).
 - c. Drain fuel system sump (left side of aircraft).
 - d. Check that fuel system vents are open.
 - e. Check main landing gear shock struts for proper inflation (approximately 4.50 inches showing).
 - f. Check tires for cuts, wear and proper inflation.
4. a. Check windshield for cleanliness.
- b. Check propeller and spinner for defects or nicks.
 - c. Check for obvious fuel or oil leaks.
 - d. Check oil level (insure dipstick is properly seated).
 - e. Check cowling and inspection covers for security.
 - f. Check nose wheel tire for inflation and wear.
 - g. Check nose gear shock strut for proper inflation (approximately 3.25 inches showing).
 - h. Check for foreign matter in air inlet.
5. a. Stow tow-bar and control locks if used.
- b. Check baggage for storage and security.
 - c. Close and secure the baggage compartment door.
6. a. Upon entering airplane, check that all primary flight controls operate properly.
- b. Close and secure cabin door.
 - c. Check that required papers are in order and in the airplane.
 - d. Fasten seat belts and shoulder harness. Check function of inertia reel.

STARTING ENGINE

1. Set brakes ON.
2. Set the carburetor heat control in the full COLD position.
3. Select the desired tank with fuel selector valve.

Starting Engine When Cold:

1. Open throttle approximately 1/4 inch.
2. Turn the master switch ON.
3. Turn the electric fuel pump ON.
4. Move the mixture control to FULL RICH.

5. Engage the starter by rotating magneto switch clockwise and pressing in.

6. When the engine fires, advance throttle to desired setting. If the engine does not fire within five to ten seconds, disengage starter and prime with one to three strokes of the priming pump. Repeat the starting procedure.

Starting Engine When Hot:

1. Open the throttle approximately 1/2 inch.
2. Turn the master switch ON.
3. Turn the electric fuel pump ON.
4. Put mixture control in IDLE CUT-OFF.
5. Engage the starter by rotating magneto switch clockwise and pressing in. When the engine fires, advance the mixture control and move the throttle to desired setting.

Starting Engine When Flooded:

1. Open the throttle full.
2. Turn the master switch ON.
3. Turn the electric fuel pump OFF.
4. Put mixture control in IDLE CUT-OFF.
5. Engage the starter by rotating magneto switch clockwise and pressing in. When the engine fires, advance the mixture control and retard the throttle.

Starting With External Power Source:

An optional feature known as Piper External Power (PEP) allows the operator to use an external battery to crank the engine without having to gain access to the aircraft battery.

The procedure is as follows:

1. Turn aircraft MASTER SWITCH to OFF.
2. Connect RED lead of PEP kit jumper cable to POSITIVE (+) terminal of external 12 volt battery and BLACK lead to NEGATIVE (-) terminal.
3. Insert plug of jumper cable into socket located on aircraft fuselage.
4. Turn aircraft MASTER SWITCH to ON and proceed with