

AEROCLUB DE LIMOGES	NORMAL PROCEDURES	PA-28-181 ARCHER II N30385
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Preflight Inspection Int + ExtComplete

INTERNAL CHECKS

DoorClosed and Locked
 Seatbelts.....Fastened
 Parking Brake Set
 Flaps Fully Up
 Trim Full and Free, Set Neutral
 Flying Controls Full and Free
 Carb Heat..... OFF
 Master Switch.....ON
 Warning PanelTest
 Fuel Tank Selected
 Fuel Quantity Checked
 ATISNote
 Altimeter.....QNH
 Master Switch OFF
 Strobes ON

START UP CHECKS

Cold Engine

If $T^{\circ} \leq 10^{\circ}\text{C}$, Prime4 Pumps
 Mixture Fully Rich
 Fuel Pump..... ON
 Prime.....4 Pumps
 Throttle1 cm
 MagnetosBOTH
 Area.....Check Clear
 Starter ON, 10 s max
 As Soon As Engine Is Started
 Power..... 1200 RPM
 Oil Pressure Established

Hot or Flooded Engine

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Mixture OFF
 Fuel Pump..... OFF
 Throttle Full
 Magnetos BOTH
 Area.....Check Clear
 StarterON
 As Soon As Engine Is Started
 Mixture Fully Rich
 Power 1200 RPM
 Oil Pressure Established

BEOFRE TAXI CHECKS

Alternator..... ON
 Alternator.....Charging
 Fuel Pump..... OFF
 Fuel Flow Checked
 Master Switch.....ON
 Electric Trim..... ON / Tested
 PA..... ON / Tested
 Artificial Horizon Set
 DI..... Set
 Request Clearance Completed

TAXI CHECKS

Brakes Check Both Sets
 Check VSV Completed
 Departure Briefing..... Completed

POWER CHECKS

Parking Brake Set
 Oil Pressure and T° Checked

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Area.....Check Clear
Power 2000 RPM
Suction..... 5"
Magnetos
..... R then L Max Drop 175 RPM
.....R then L Max Difference 50 RPM
Carb Heat..... Hot for 10 Seconds
Throttle Close
Power 1200 RPM

PRE TAKEOFF CHECKS

Master Switch.....ON
Alternator.....ON
MagnetosBOTH
Carb Heat..... OFF
Trim Set for Takeoff
FlapsFull Up (Unlimited runway)
..... 2nd Stage (Short/Grass Runway)
Fuel Tank..... Selected
Mixture Fully Rich
Primer OFF
Engine Instruments..... Checked
Flight Instruments..... Checked
Radio/NAV Checked
Door.....Close and Locked
Safety Briefing..... Completed
Fuel Pump.....ON
Pitot..... ON (if IFR)
Transponder.....ALT

LINE UP CHECKS

Compass Checked
DI..... Set
TDA.....Noted

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AFTER TAKOFF CHECKS

Flaps Fully Up
 Fuel Pump..... OFF
 Climb Speed Checked

CRUISING GUIDE

Power Set
 Mixture Set
 Engine Instruments Checked
 DI..... Set
 Altimeter..... Checked
 Fuel Tank..... Selected
 Exterior T° Checked
 Carb Heat.....
 As Required

Nb: When changing fuel tanks the fuel pump must be ON. Use 1 hour's fuel from one tank then 2 hours from the other then another hour from the 1st fuel tank. This should leave around ½ hour's fuel in each tank.

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BFORE DESCENT CHECKS

Arrival Briefing Complete
Mixture Fully Rich
Fuel Tank..... Tank with most fuel selected
DI..... Set
Altimeter..... Set
Carb Hat.....
..... As Required

PRE LANDING CHECKS

Flaps As Required
Mixture Fully Rich
Carb Heat.....
..... As Required
Fuel Pump..... ON

AFTER LANDING CHECKS

Flaps Fully Up
Trim Set Neutral
Electric Trim..... OFF
PA..... OFF
Carb Heat..... OFF
Fuel Pump..... OFF
Pitot..... OFF
Transponder..... Stand Bye, 7000

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SHUTDOWN CHECKS

- Master Switch..... OFF
- Alternator..... OFF
- Magnetos..... Check for Dead Cut
- Mixture OFF
- Magnetos OFF, Keys Out
- Strobes OFF
- Battery. OFF

GO-AROUND CHECKS

- Pull Back ↔ Power..... At The Same Time
- Carb Heat..... OFF
- Vi > to 60 Kt (1,2 Vs)
- Flaps 3rd to 2nd Sage

Then Complete:

AFTER TAKEOFF CHECKS

CF. Flight Manual**POWER LOSS IN FLIGHT CHECKS**

Vi 76 Kt
Fuel Tank..... Tank with most fuel selected
Mixture Fully Rich
Fuel Pump..... ON
Carb Heat..... ON
Primer OFF
Magnetos BOTH
 As Soon As Power Is Restored
Carb Heat..... OFF
Fuel Pump..... OFF

EMERGENCY LANDING CHECKS

Vi 76 Kt
Transponder..... 7700
Distress Beacon ON
ATC Informed
Pax Prepared
 Once Landing Area Is Chosen
Flaps 3rd Stage
Vi 66 Kt
Fuel Tanks Closed
Mixture OFF
Magnetos OFF
Alternator and Battery OFF
Door..... Unlocked, left ajar
 Land As Soft As Possible

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Serial Number: 28-8290153

SPEEDS

	Vi (Kt)	RPM	Volets
Rotation	60	PG	0°
Climb Vz max (V_Y)	80	2650	0°
Climb θ max (V_X)	70	PG	2 ^{ème} cran
Climb en FL	90	2650	0°
Cruise (65 %)	120 V _p	2500	0°
Descente V_{NO}	V _{NO}	2500	0°
Holding	80	1800	0°
Approach	80	2000	2 ^{ème} cran
Final Clean	75	1500	0°
Final 2nd Stage	70	1600	2 ^{ème} cran
Final 3rd Stage	70	1700	3 ^{ème} cran

V _{FE}	102	Minimum Drag	76
V _A	113	Emergence Landing 3rd Stage	66
V _{NO}	125	Crosswind	17
V _{NE}	154		

	Vs	1,1Vs	1,2Vs	1,3Vs	1,45Vs
Min Drag	53	60	65	70	80
V_{2nd stage}	49	55	60	65	75
V_{3rd stage}	47	55		65	70

At Max Weight, 2000 ft 20°C, Vw calm,
Tarmac Runway:

DRD = 440 DD = 810

DA = 450 DRA = 310

ENGINE

Type: Lycoming Series: O – 360 – A4M

Power Produced:.....

..... 180CV at 2700 Tr/mn

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FUEL

Type: 100 LL, Blue

Density: 0,72

Total: 189 l (2 x 25 USG)

Unusable: 7 l (2 x 1 USG)

Total Usable: 182 l (2 x 24 USG)

Consumption: 36 l/hr

Pressure : Mini 0,5 PSI Maxi 8 PSI

OIL

Min: 6 US Quarts Max: 8 US Quarts

Pressure: Normal 60 to 90 PSI

Min 25 PSI Max 100 PSI

Temperature: Normal 75 to 245°F

TYRES

Main Landing Gear: 24 PSI (1,7 bar)

Nose Wheel: 18 PSI (1,3 bar)

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MASS AND BALANCE

MTOW: 1157 kg MRW: 1160 kg

Max Luggage Weight: 91 kg

Load Factor Limits: +3,8 (N) / +0

	Masse	Bras de levier	Moment
Empty Weight	734	2,219	1629
Crew		2,045	
Pax arrière		3,000	
Fuel usble T/O		2,413	
Bagages		3,627	
• Total	•	•	•

