1. Instruments
2. Wings, tail & elevator
3. Fuel
4. Engine
5. Fuse
6. Cockpit
Piper Cherokee 180

Checklist

STARTING ENGINE

1. Set parking brake ON
   Set the carburetor heat control in the full COLD position
   Select the desired tank with fuel selector valve.

Starting Engine when cold:

1. Open Throttle approximately ¼ 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 primer with one to three
   strokes of the priming pump. Repeat starting procedure.

Starting engine when hot:

1. Open Throttle approximately ½ 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.

TAKEOFF

1. Fuel – on proper tank
2. Electric fuel pump – ON
3. Engine gauges – checked
4. Carburetor heat – OFF
5. Mixture – SET
6. Quadrant friction knob – SET
7. Flaps – SET
8. Trim tab – SET
9. Controls – free
10. Door – latched

CLIMB

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

The cruising speed is determined by many factors including power setting, altitude, temperature, loading and equipment installed on the airplane.

The normal cruising power is 75% of the rated horsepower of the engine. Airspeeds which may be obtained at various altitudes. The mixtures and power settings can be determined from the charts in section IV of this handbook.

Use of the mixture control in cruising flight reduces fuel consumption significantly, especially at higher altitudes. The mixture should be leaned during cruising operation above 5000 feet altitude and at pilot’s discretion at lower altitudes when 75% power or less is being used. If any doubt exists as to the amount of power being used, the mixture should be in the FULL RICH position for all operations under 5000 feet.

To lean the mixture pull the mixture control until the engine becomes rough, indicating that the lean mixture limit has been reached in the leaner cylinders. The enrich the mixture by pushing the control towards the instrument panel until engine operation becomes smooth.

In order to keep the airplane in best lateral trim during cruising flight, the fuel should be used alternately from each tank. It is recommended that one tank be used for one hour after takeoff, then the other tank be used for two hours, then return to the first tank, which will were full at take-off. Do not run tanks completely dry in flight.

APPROACH AND LANDING

Before landing checklist:

1. Fuel-on proper tank
2. Electric fuel pump – ON
3. Mixture – SET
4. Flaps – SET (115 MPH MAX)

STOPPING ENGINE

At the pilot’s discretion, the flaps should be raised and the electric fuel pump turned off. After parking, the radios should be turned off and the engine stopped by pulling the mixture control to idle cut-off. The throttle should be left full aft to avoid engine vibration while stopping. Then the magneto and master switches should be turned off and the parking brake set.
**Piper Cherokee 180 Checklist**

**ENGINE POWER LOSS**

The most common cause of engine power loss is mismanagement of the fuel. Therefore, the first step to take after engine power loss is to move the fuel selector valve to the tank not being used. This will often keep the engine running even if there is not apparent reason for the engine to stop on the tank being used.

If changing to another tank does not restore the engine:

1. Check fuel pressure and turn on electric fuel pump if OFF
2. Push mixture control switch to full RICH
3. Check ignition switch. Turn to best operating magneto – left, right or both.

**WEIGHT AND BALANCE**

It is responsibility of the owner and pilot to determine that the airplane remains within the allowable weight vs. center of gravity envelope while in flight. For weight and balance form supplied with each airplane.