ENGINE AND PROPELLER

The Cherokee “F” is powered by a Lycoming O-360-A4A four cylinder direct drive, horizontally opposed engine rated at 180 HP at 2700RPM. It is furnished with a starter, 60 amperes 12 volt alternator shielded ignition, vacuum pump drive, fuel pump, and a dry automotive type carburetor an filter.

The exhaust system is of the cross-over type to reduce back pressure and improve performance. It is made entirely from stainless steel and is equipped with dual mufflers. A heater shroud around the mufflers is provided to supply heat for the cabin and windshield defrosting.

The Sensenich 76EM855-0-60 fixed-pitch propeller is made from a one-piece alloy forging.

CONTROL SYSTEM

Dual controls are provided as standard equipment with a cable system used between two controls and the surfaces. The horizontal tail is of the flying tail type (stabilator), with a trim tab mounted on the trailing edge of the stabilator to reduce the control system forces. This stab is actuated by a control wheel on the floor between the front seats. 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 also reduces the amount of coordination required in normal turns. A rudder trim adjustment is mounted on the right side of the pedestal below the throttle.

The flaps are manually operated, balanced for light operating forces and spring-loaded to return 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 flaps 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.