The instrument panel of the Cherokee is designed to accommodate the customary advanced flight instrument (1970) and the normally required power plant instruments. The Artificial Horizon and Directional Gyro are vacuum operated through the use of vacuum pump installed in the engine, while the Turn and Bank instrument is electrically operated. A vacuum gauge is mounted on the far right side of the instrument panel... (only on VC). A natural separation of the flight group and the power group is provided by placing the flight group in the upper instrument panel and the power group in the center and lower instrument panels.

The cabin interior includes a pilot storm window and two sun visors. The front seats are adjustable fore and aft for pilot-passenger comfort and ease of entry and exit... (Door open/closed is managed by the classical Shift + E and the baggage door Shift + E + 2.... The instruction on the cherokee is not recommendable because the right side does not have brakes pedals.... But if you are pushing 100 hours... is the ideal bird... nice behavior at cruising, Sideslips, stall and spin recovery and new experiences on landings... definitively this plane is just a “piano” on landings compared with Cessnas... be careful with velocity and attitude... the use of flaps must be used with a lot of criteria. The virtual cockpit has been designed to bring a complete flight sensation, full interaction using the old and known combinations. You can move inside the VC as shown below:

Back: Control + Enter
Forward: Control + Backspace
Left: Control + Shift + Backspace
Right: Control + Shift + Enter
Forget a coffee and sandwich during your flight. The Cherokee 180F is not exactly a bed. All the time you have to be working hard to maintain proper attitude. This airplane is not equipped with Autopilot. If you enjoy making automatic flights, this is not your plane. Then we recommend the use of Carenado’s Cessna 210, Bonanzas F33a and V35b, and the powerful Dakota 235. By other side on this bird you have a non typical situation. The use of “stall warning light” exclusively. Without alarm, keep your eyes wide open, because on this plane, the instruments are only a support for VFR flights. Don’t forget you are mounted on a 180 hp engine. Certainly not an Ultralight.

... This is our new baby. The Classic Piper Cherokee 180F. Enjoy!!
NORMAL PANEL

1. Clock
2. Airspeed Indicator
3. Attitude Indicator
4. Altimeter
5. VOR 1 Indicator
6. Turn co-ordinator
7. Heading indicator
8. Vertical Speed Indicator
9. ADF Indicator
10. Oil Temperature Indicator
11. Oil Pressure indicator
12. Left and Right Fuel Quantity Indicator
13. Fuel Pressure
14. Nav Lights Switch
15. Alternator Switch
16. Fuel pump Switch
17. Landing Lights Switch
18. Beacon Switch
19. Magneto Switches and starter
20. Tachometer
21. Engine Primer
22. Throttle
23. Mixture
24. Carburetor Heat Control
25. Toggle Radio
26. Radio and ADF Mode switches
27. Magnetic Compass
28. Com 1 Nav1 Transceivers
29. Com 2
30. Transponder
31. ADF Receiver
32. Pop up windows toggle
33. Stall Warning Light

NOTE: Push at the center of the gauge to obtain a Macro View
VFR PANEL
1 Fuel Selector Valve Handle
2 Trim Tab and Flaps Quadrant
3 Dome Lights
4 Toggle to get the NORMAL PANEL from VFR PANEL

THIS MODEL HAS BEEN DESIGNED ONLY FOR FLIGHT SIMULATOR X. AND BEEN DEVELOPED BY REAL PILOTS...TESTED AND AND APPROVED BY REAL CHEROKEE’S PILOTS USE FOR FLIGHT SIMULATION ONLY

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