

CHEROKEE LANCE INFORMATION MANUAL



Cherokee Lance

PA-32R-300

HANDBOOK PART NO 761 633

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PUBLICATIONS DEPARTMENT
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APPLICABILITY

The aircraft serial number eligibility bracket for application of this handbook is 32R-7780001 through 32R-7880068. The specific application of this handbook is limited to the Piper PA-32R-300 model airplane designated by serial number and registration number on the face of the title page of this handbook.

This handbook cannot be used for operational purposes unless kept in a current status.

REVISIONS

The information compiled in the Pilot's Operating Handbook will be kept current by revisions distributed to the airplane owners.

Revision material will consist of information necessary to update the text of the present handbook and/or to add information to cover added airplane equipment.

I. Revisions

Revisions will be distributed whenever necessary as complete page replacements or additions and shall be inserted into the handbook in accordance with the instructions given below:

1. Revision pages will replace only pages with the same page number.
2. Insert all additional pages in proper numerical order within each section.
3. Page numbers followed by a small letter shall be inserted in direct sequence with the same common numbered page.

II. Identification of Revised Material

Revised text and illustrations shall be indicated by a black vertical line along the outside margin of the page, opposite revised, added or deleted material. A line along the outside margin of the page opposite the page number will indicate that an entire page was added.

Black lines will indicate only current revisions with changes and additions to or deletions of existing text and illustrations. Changes in capitalization, spelling, punctuation or the physical location of material on a page will not be identified by symbols.

ORIGINAL PAGES ISSUED

The original pages issued for this handbook prior to revision are given below:

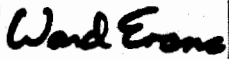
Title, ii through v, 1-1 through 1-14, 2-1 through 2-10, 3-1 through 3-14, 4-1 through 4-18, 5-1 through 5-32, 6-1 through 6-56, 7-1 through 7-28, 8-1 through 8-16, 9-1 through 9-20, 10-1 through 10-2.

PILOT'S OPERATING HANDBOOK LOG OF REVISIONS



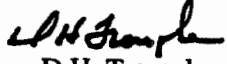
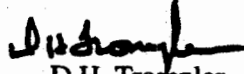
Current Revisions to the PA-32R-300 Cherokee Lance Pilot's Operating Handbook, REPORT: VB-840 issued August 20, 1976.

Revision Number and Code	Revised Pages	Description of Revision	FAA Approval Signature and Date
Rev. 1 - 761 633 (PR760906)	4-1	Changed 4.3, item (f) from "KIAS to "KTS."	<i>Ward Evans</i> Ward Evans Sept. 6, 1976
	5-3	Revised weights in 5.5, item (a) (6).	
	5-4	Revised item (c), subsections (3) and (4).	
	5-5	Revised item (e), subsections (2), (6) and (7).	
	5-6	Revised item (f), subsection (1) and item (g) subsection (1).	
	5-20	Revised Fuel, Distance, and Time to Climb graph and example.	
	5-29, 5-30, 5-31, 5-32	Revised Gross Weight in example.	
	6-41	Revised item 171.	
	6-43	Revised items 185, 187 and 189.	
	Rev. 2 - 761 633 (PR770128)	3-4	
3-13		Revised para. 3.31 info.	
4-i		Revised para. 4.33 page no.	
4-7		Added Caution to para. 4.9; relocated material to page 4-8.	
4-8		Added relocated material from page 4-7.	
4-15		Added Note to para. 4.31; relocated material to page 4-16.	
4-16		Added relocated material from 4-15; revised info in para. 4.35.	
6-4		Revised Fig. 6-3, added A & B values.	
6-5		Revised weight and balance formula.	
6-21		Added Weight, Arm and Moment to item 13a; added item 13b.; changed existing item 13b. to 13c.	
6-35		Deleted footnote.	
6-37		Revised item 115 Dwg. 99002-5 to -8, item 117 Dwg. 99003-5 to -7 and item 119 Cert. Basis - STC C6c, C9c, C52c, to TSO C6c, C9c, C52c.	
6-41		Added footnote to item 173.	
6-54		Deleted footnote.	
7-i		Revised para. 7.23 page no.	
7-5		Revised nose gear light in Fig. 7-1.	
7-6		Revised nose gear light in Fig. 7-3.	
7-21		Added relocated material from page 7-23.	
7-23	Relocated material to page 7-21; added Note to para. 7.25.		
10-1	Revised para. 10.3 (c); relocated material to page 10-2.		
10-2	Added relocated material from 10-1.		

PILOTS OPERATING HANDBOOK LOG OF REVISIONS (cont)

Revision Number and Code	Revised Pages	Description of Revision	FAA Approval Signature and Date
Rev. 3 - 761 633 (PR770404)	1-6 2-1 3-12 6-4 6-33 6-35 6-53 7-28	Revised item 1.19 (b). Revised VA at 2170 lb. Revised para. 3.27. Revised Figure 6-3. Deleted item 67. Revised item 85 Weight. Added 79592-2 seat to item 283; 79592-3 seat to item 285. Revised Note.	 Ward Evans April 4, 1977
Rev. 4 - 761 633 (PR770819)	1-11, 1-12, 1-13, 1-14 4-16 5-9 5-11 5-12 6-45 6-46 6-47 6-48 6-49 6-53 6-54 6-55 7-i 7-14 7-15 7-16 7-17 7-20 7-21 7-23 7-25 7-26 7-27 9-7	Revised para. 1.21, Conversion Factors. Revised airspeeds under para. 4.35, Stalls. Deleted Figure 5-3, Altimeter System Calibration. Revised 40° wing flap curve. Deleted Figure 5-3, Altimeter System Calibration. Added new item 215; revised item nos.; relocated items to pg. 6-46. Added items from pg. 6-45; revised item nos.; added new items; relocated items to pg. 6-47. Added items from pg. 6-46; added new items; relocated items to pg. 6-48. Added items from pg. 6-47; added new items. Revised item nos.; added new items; revised item 273. Revised item nos.; revised items 293 and 295. Revised item nos.; added item 331; relocated item to pg. 6-55; revised item 329. Added item from pg. 6-54; revised item nos.; added new items. Revised pg. nos. Revised para. 7.15 item 2. Revised Figure 7-15 and par. 7.17. Revised Figure 7-17, Alternator and Starter Schematic. Revised para. 7.17 description (added courtesy light info.). Added item 45 to Figure 7-21, Instrument Panel. Revised para. 7.23, Pitot-Static System (added alternate static source info.). Revised para. 7.27, Baggage Area (added baggage light info.). Revised para. 7.27, Baggage Area (added baggage light info.); relocated para. 7.35 to pg. 7-26. Added para. 7.35 from pg. 7-25; relocated para. 7.37 to pg. 7-27. Added para. 7.37 from pg. 7-26. Revised Section 1, second sentence.	

PILOTS OPERATING HANDBOOK LOG OF REVISIONS (cont)

Revision Number and Code	Revised Pages	Description of Revision	FAA Approval Signature and Date
Rev. 7 - 761 633 (PR840702) (cont)	6-9, 6-10 7-14 7-25 8-3 8-4 8-6 8-11 10-i 10-1, 10-2	Revised fig. 6-7. Revised para. 7.15. Revised para. 7.33. Revised para. 8.3. Revised para. 8.5. Revised para. 8.9 (b). Revised para. 8.21 (b) and (d). Revised Table of Contents. Revised section title; revised para. 10-1,10-3.	 Ward Evans July 2, 1984
Rev. 8 - 761 633 (PR851126)	3-i 3-3 3-4 3-5 3-8 3-9 3-10	Revised Table of Contents Revised para. 3.3. Relocated info. from 3-3. Relocated info. from 3-4. Revised para. 3.11. Revised para. 3.13.	 D.H. Trompler Nov. 26, 1985
Rev. 9 - 761 633 (PR870131)	2-8 3-3, 3-4 3-7 3-9, 3-10 3-12 4-5 4-12 4-13 4-17 7-5 7-6 7-7 7-8 7-9 7-20	Revised para. 2.25. Revised para. 3.3. Revised para. 3.9. Revised para. 3.13. Revised para. 3.23 and 3.27. Added Note. Revised para. 4.5. Revised para. 4.21. Added Note. Revised footnote. Revised para. 4.39. Revised fig. 7-1. Revised fig. 7-3. Revised para. 7.11. Relocated warning from 7-7. Relocated warning to 7-6. Revised para. 7.11. Revised fig. 7-5. Revised fig. 7-9. Revised fig. 7-21.	 D.H. Trompler <u>May 14, 1987</u> Date
Rev. 10 - 761 633 (PR890524)	3-3 6-i 6-15 6-15a 6-15b 8-1 8-3 8-11 9-9	Revised para. 3.3. Revised Table of Contents. Added para. 6.8. Added pages, added para. 6.8. Revised para. 8.1. Revised para. 8.3. Revised para. 8.19. Revised Section 3(a).	 D.H. Trompler <u>Aug. 16, 1989</u> Date

PILOTS OPERATING HANDBOOK LOG OF REVISIONS (cont)

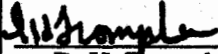
Revision Number and Code	Revised Pages	Description of Revision	FAA Approval Signature and Date
Rev. 11 - 761 633 (PR900920)	3-4 3-9 3-12 8-4	Revised Emergency Landing Gear Extension checklist. Revised para. 3.13. Revised para. 3.27. Revised para. 8.5	 D. H. Trompler <u>Sept. 28, 1990</u> Date

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SECTION 1

GENERAL

1.1 INTRODUCTION

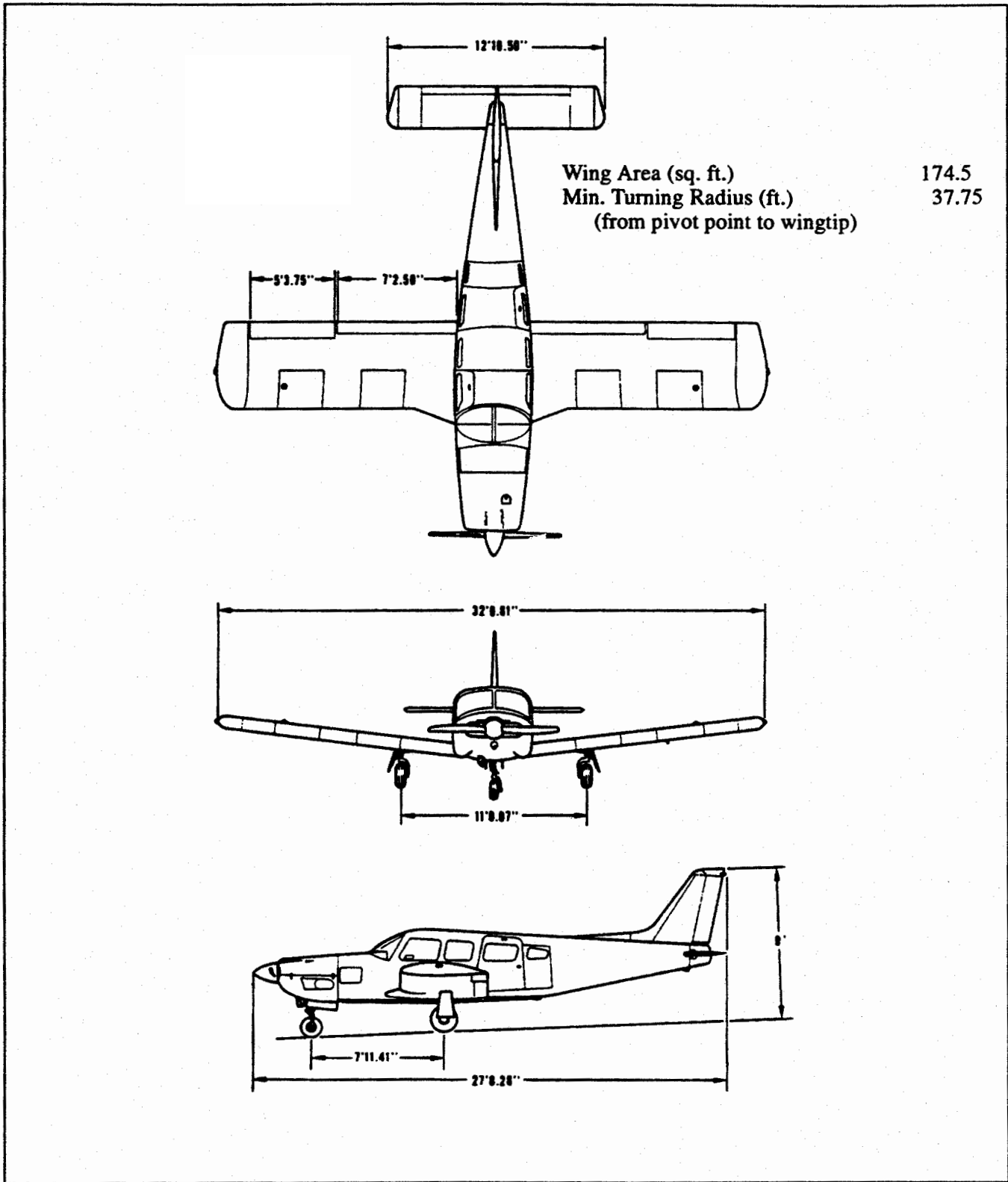
This Pilot's Operating Handbook is designed for maximum utilization as an operating guide for the pilot. It includes the material required to be furnished to the pilot by C.A.R. 3 and FAR Part 21 Subpart J. It also contains supplemental data supplied by the airplane manufacturer.

This handbook is not designed as a substitute for adequate and competent flight instruction, knowledge of current airworthiness directives, applicable federal air regulations or advisory circulars. It is not intended to be a guide for basic flight instruction or a training manual and should not be used for operational purposes unless kept in a current status.

Assurance that the airplane is in an airworthy condition is the responsibility of the owner. The pilot in command is responsible for determining that the airplane is safe for flight. The pilot is also responsible for remaining within the operating limitations as outlined by instrument markings, placards, and this handbook.

Although the arrangement of this handbook is intended to increase its in-flight capabilities, it should not be used solely as an occasional operating reference. The pilot should study the entire handbook to familiarize himself with the limitations, performance, procedures and operational handling characteristics of the airplane before flight.

The handbook has been divided into numbered (arabic) sections each provided with a "finger-tip" tab divider for quick reference. The limitations and emergency procedures have been placed ahead of the normal procedures, performance and other sections to provide easier access to information that may be required in flight. The "Emergency Procedures" Section has been furnished with a red tab divider to present an instant reference to the section. Provisions for expansion of the handbook have been made by the deliberate omission of certain paragraph numbers, figure numbers, item numbers and pages noted as being intentionally left blank.



THREE VIEW

Figure 1-1

1.3 ENGINES

(a) Number of Engines	1
(b) Engine Manufacturer	Lycoming
(c) Engine Model Number	IO-540-K1G5D
(d) Rated Horsepower	300
(e) Rated Speed (rpm)	2700
(f) Bore (inches)	5.125
(g) Stroke (inches)	4.375
(h) Displacement (cubic inches)	541.5
(i) Compression Ratio	8.7:1
(j) Engine Type	Six Cylinder, Direct Drive, Horizontally Opposed, Air Cooled

1.5 PROPELLERS

(a) Number of Propellers	1
(b) Propeller Manufacturer	Hartzell
(c) Blade Model	F8475D-4
(d) Number of Blades	2
(e) Hub Model	HC-C2YK-1()F
(f) Propeller Diameter (inches)	
(1) Maximum	80
(2) Minimum	78.5
(g) Propeller Type	Constant Speed, Hydraulically Actuated

1.7 FUEL

AVGAS ONLY

(a) Fuel Capacity (U.S. gal) (total)	98
(b) Usable Fuel (U.S. gal) (total)	94
(c) Fuel Grade, Aviation	
(1) Minimum Octane	100/130 - Green
(2) Specified Octane	100/130 - Green
(3) Alternate Fuels	Refer to latest revision of Lycoming Service Instruction 1070.

1.9 OIL

(a) Oil Capacity (U.S. quarts)	12
(b) Oil Specification	Refer to latest issue of Lycoming Service Instruction 1014.
(c) Oil Viscosity per Average Ambient Temp. for Starting	
(1) Above 60°F	SINGLE 50 MULTI 40 or 50
(2) 30°F to 90°F	40 40
(3) 0°F to 70°F	30 40 or 20W-30
(4) Below 10°F	20 20W-30

1.11 MAXIMUM WEIGHTS

(a) Maximum Takeoff Weight (lbs)		3600
(b) Maximum Landing Weight (lbs)		3600
(c) Maximum Weights in Baggage Compartments	FORWARD	AFT
	100	100

1.13 STANDARD AIRPLANE WEIGHTS*

(a) Standard Empty Weight (lbs): Weight of a standard airplane including unusable fuel, full operating fluids and full oil.		1980
(b) Maximum Useful Load (lbs): The difference between the Maximum Takeoff Weight and the Standard Empty Weight.		1620

1.15 BAGGAGE SPACE

	FORWARD	AFT
(a) Compartment Volume (cubic feet)	7.0	17.3
(b) Entry Width (inches)	16.0	48.0
(c) Entry Height (inches)	22.0	26.0

1.17 SPECIFIC LOADINGS

(a) Wing Loading (lbs per sq ft)	20.6
(b) Power Loading (lbs per hp)	12.0

*These values are approximate and vary from one aircraft to another. Refer to Figure 6-5 for the Standard Empty Weight value and the Useful Load value to be used for C.G. calculations for the aircraft specified.

1.19 SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

The following definitions are of symbols, abbreviations and terminology used throughout the handbook and those which may be of added operational significance to the pilot.

(a) **General Airspeed Terminology and Symbols**

CAS	Calibrated Airspeed means the indicated speed of an aircraft, corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.
KCAS	Calibrated Airspeed expressed in "Knots."
GS	Ground Speed is the speed of an airplane relative to the ground.
IAS	Indicated Airspeed is the speed of an aircraft as shown on the airspeed indicator when corrected for instrument error. IAS values published in this handbook assume zero instrument error.
KIAS	Indicated Airspeed expressed in "Knots."
M	Mach Number is the ratio of true airspeed to the speed of sound.
TAS	True Airspeed is the airspeed of an airplane relative to undisturbed air which is the CAS corrected for altitude, temperature and compressability.
V_A	Maneuvering Speed is the maximum speed at which application of full available aerodynamic control will not overstress the airplane.
V_{FE}	Maximum Flap Extended Speed is the highest speed permissible with wing flaps in a prescribed extended position.
V_{LE}	Maximum Landing Gear Extended Speed is the maximum speed at which an aircraft can be safely flown with the landing gear extended.
V_{LO}	Maximum Landing Gear Operating Speed is the maximum speed at which the landing gear can be safely extended or retracted.
V_{NE}/M_{NE}	Never Exceed Speed or Mach Number is the speed limit that may not be exceeded at any time.
V_{NO}	Maximum Structural Cruising Speed is the speed that should not be exceeded except in smooth air and then only with caution.

V_S	Stalling Speed or the minimum steady flight speed at which the airplane is controllable.
V_{SO}	Stalling Speed or the minimum steady flight speed at which the airplane is controllable in the landing configuration.
V_X	Best Angle-of-Climb Speed is the airspeed which delivers the greatest gain of altitude in the shortest possible horizontal distance.
V_Y	Best Rate-of-Climb Speed is the airspeed which delivers the greatest gain in altitude in the shortest possible time

(b) Meteorological Terminology

ISA	International Standard Atmosphere in which: The air is a dry perfect gas; The temperature at sea level is 15° Celsius (59° Fahrenheit); The pressure at sea level is 29.92 inches hg. (1013.2 mb); The temperature gradient from sea level to the altitude at which the temperature is -56.5° C (-69.7°F) is -0.00198°C (-0.003564°F) per foot and zero above that altitude.
OAT	Outside Air Temperature is the free air static temperature, obtained either from inflight temperature indications or ground meteorological sources, adjusted for instrument error and compressibility effects.
Indicated Pressure Altitude	The number actually read from an altimeter when the barometric subscale has been set to 29.92 inches of mercury (1013.2 millibars).
Pressure Altitude	Altitude measured from standard sea-level pressure (29.92 in. Hg) by a pressure or barometric altimeter. It is the indicated pressure altitude corrected for position and instrument error. In this handbook, altimeter instrument errors are assumed to be zero.
Station Pressure	Actual atmospheric pressure at field elevation.
Wind	The wind velocities recorded as variables on the charts of this handbook are to be understood as the headwind or tailwind components of the reported winds.

(c) Power Terminology

Takeoff Power	Maximum power permissible for takeoff.
Maximum Continuous Power	Maximum power permissible continuously during flight.
Maximum Climb Power	Maximum power permissible during climb.
Maximum Cruise Power	Maximum power permissible during cruise.

(d) Engine Instruments

EGT Gauge	Exhaust Gas Temperature Gauge
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(e) Airplane Performance and Flight Planning Terminology

Climb Gradient	The demonstrated ratio of the change in height during a portion of a climb, to the horizontal distance traversed in the same time interval.
Demonstrated Crosswind Velocity	The demonstrated crosswind velocity is the velocity of the crosswind component for which adequate control of the airplane during takeoff and landing was actually demonstrated during certification tests.
Accelerate-Stop Distance	The distance required to accelerate an airplane to a specified speed and, assuming failure of an engine at the instant that speed is attained, to bring the airplane to a stop.
Route Segment	A part of a route. Each end of that part is identified by: (1) a geographical location; or (2) a point at which a definite radio fix can be established.

(f) Weight and Balance Terminology

Reference Datum	An imaginary vertical plane from which all horizontal distances are measured for balance purposes.
Station	A location along the airplane fuselage usually given in terms of distance from the reference datum.
Arm	The horizontal distance from the reference datum to the center of gravity (C.G.) of an item.
Moment	The product of the weight of an item multiplied by its arm. (Moment divided by a constant is used to simplify balance calculations by reducing the number of digits.)
Center of Gravity (C.G.)	The point at which an airplane would balance if suspended. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane.
C.G. Arm	The arm obtained by adding the airplane's individual moments and dividing the sum by the total weight.
C.G. Limits	The extreme center of gravity locations within which the airplane must be operated at a given weight.
Usable Fuel	Fuel available for flight planning.
Unusable Fuel	Fuel remaining after a runout test has been completed in accordance with governmental regulations.
Standard Empty Weight	Weight of a standard airplane including unusable fuel, full operating fluids and full oil.
Basic Empty Weight	Standard empty weight plus optional equipment.
Payload	Weight of occupants, cargo and baggage.
Useful Load	Difference between takeoff weight, or ramp weight if applicable, and basic empty weight.
Maximum Ramp Weight	Maximum weight approved for ground maneuver. (It includes weight of start, taxi and run up fuel.)
Maximum Takeoff Weight	Maximum weight approved for the start of the takeoff run.
Maximum Landing Weight	Maximum weight approved for the landing touchdown.
Maximum Zero Fuel Weight	Maximum weight exclusive of usable fuel.

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1.21 CONVERSION FACTORS

<u>MULTIPLY</u>	<u>BY</u>	<u>TO OBTAIN</u>	<u>MULTIPLY</u>	<u>BY</u>	<u>TO OBTAIN</u>
acres	0.4047	ha	cubic inches (cu. in.)	16.39	cm ³
	43560	sq. ft.		1.639×10^{-5}	m ³
	0.0015625	sq. mi.		5.787×10^{-4}	cu. ft.
atmospheres (atm)	76	cm Hg	0.5541		fl. oz.
	29.92	in. Hg	0.01639		l
	1.0133	bar	4.329×10^{-3}		U.S. gal.
	1.033	kg/cm ²	0.01732		U.S. qt.
	14.70	lb./sq. in.	cubic meters (m ³)	61024	cu. in.
	2116	lb./sq. ft.		1.308	cu. yd.
bars (bar)	0.98692	atm.	35.3147	cu. ft.	
	14.503768	lb./sq. in.	264.2	U.S. gal.	
British Thermal Unit (BTU)	0.2519958	kg-cal	cubic meters per minute (m ³ /min.)	35.3147	cu. ft./min.
centimeters (cm)	0.3937	in.	cubic yards (cu. yd.)	27	cu. ft.
	0.032808	ft.		0.7646	m ³
centimeters of mercury at 0°C (cm Hg)	0.01316	atm		202	U.S. gal.
	0.3937	in. Hg	degrees (arc)	0.01745	radians
	0.1934	lb./sq. in.	degrees per second (deg./sec.)	0.01745	radians/sec.
	27.85	lb./sq. ft.	drams, fluid (dr. fl.)	0.125	fl. oz.
	135.95	kg/m ²	drams, avdp. (dr. avdp.)	0.0625	oz. avdp.
centimeters per second (cm/sec.)	0.032808	ft./sec.	feet (ft.)	30.48	cm
	1.9685	ft./min.		0.3048	m
	0.02237	mph		12	in.
cubic centimeters (cm ³)	0.03381	fl. oz.		0.33333	yd.
	0.06102	cu. in.		0.0606061	rod
	3.531×10^{-5}	cu. ft.		1.894×10^{-4}	mi.
	0.001	l		1.645×10^{-4}	NM
	2.642×10^{-4}	U.S. gal.	feet per minute (ft./min.)	0.01136	mph
cubic feet (cu. ft.)	28317	cm ³		0.01829	km/hr.
	0.028317	m ³		0.508	cm/sec.
	1728	cu. in.		0.00508	m/sec.
	0.037037	cu. yd.			
	7.481	U.S. gal.			
28.32	l				
cubic feet per minute (cu. ft./min.)	0.472	l/sec.			
	0.028317	m ³ /min.			

**SECTION 1
GENERAL**

**PIPER AIRCRAFT CORPORATION
PA-32R-300, CHEROKEE LANCE**

<u>MULTIPLY</u>	<u>BY</u>	<u>TO OBTAIN</u>	<u>MULTIPLY</u>	<u>BY</u>	<u>TO OBTAIN</u>
feet per second (ft./sec.)	0.6818 1.097 30.48 0.5921	mph km/hr. cm/sec. kts.	hectares (ha)	2.471 107639 10000	acres sq. ft. m ²
foot-pounds (ft.-lb.)	0.138255 3.24 x 10 ⁻⁴	m-kg kg-cal	horsepower (hp)	33000 550 76.04 1.014	ft.-lb./min. ft.-lb./sec. m-kg/sec. metric hp
foot-pounds per minute (ft.-lb./min.)	3.030 x 10 ⁻⁵	hp	horsepower, metric	75 0.9863	m-kg/ sec. hp
foot-pounds per second (ft.-lb./sec.)	1.818 x 10 ⁻⁵	hp	inches(in.)	25.40 2.540 0.0254 0.08333 0.027777	mm cm m ft. yd.
gallons, Imperial (Imperial gal.)	277.4 1.201 4.546	cu. in. U.S. gal. l	inches of mercury at 0°C (in. Hg)	0.033421 0.4912 70.73 345.3 2.540 25.40	atm lb./sq. in. lb./sq. ft. kg/m ² cm Hg mm Hg
gallons, U.S. dry (U.S. gal. dry)	268.8 1.556 x 10 ⁻¹ 1.164 4.405	cu. in. cu. ft. U.S. gal. l	inch-pounds (in.-lb.)	0.011521	m-kg
gallons, U.S. liquid (U.S. gal.)	231 0.1337 4.951 x 10 ⁻³ 3785.4 3.785 x 10 ⁻³ 3.785 0.83268 128	cu. in. cu. ft. cu. yd. cm ³ m ³ l Imperial gal. fl. oz.	kilograms (kg)	2.204622 35.27 1000	lb. oz. avdp. g
gallons per acre (gal./acre)	9.353	l/ha	kilogram-calories (kg-cal)	3.9683 3087 426.9	BTU ft.-lb. m-kg
grams (g)	0.001 0.3527 2.205 x 10 ⁻³	kg oz. avdp. lb.	kilograms per cubic meter (kg/m ³)	0.06243 0.001	lb./cu. ft. g/cm ³
grams per centimeter (g/cm)	0.1 6.721 x 10 ⁻² 5.601 x 10 ⁻³	kg/m lb./ft. lb./in.	kilograms per hectare (kg/ha)	0.892	lb./acre
grams per cubic centimeter (g/cm ³)	1000 0.03613 62.43	kg/m ³ lb./cu. in. lb./cu. ft.	kilograms per square centimeter (kg/cm ²)	0.9678 28.96 14.22 2048	atm in. Hg lb./sq. in. lb./sq. ft.

<u>MULTIPLY</u>	<u>BY</u>	<u>TO OBTAIN</u>	<u>MULTIPLY</u>	<u>BY</u>	<u>TO OBTAIN</u>
kilograms per square meter (kg/m ²)	2.896 x 10 ⁻³ 1.422 x 10 ⁻³ 0.2048	in. Hg lb./sq. in. lb./sq. ft.	meters per minute (m/min.)	0.06	km/hr.
kilometers (km)	1 x 10 ⁻⁵ 3280.8 0.6214 0.53996	cm ft. mi. NM	meters per second (m/sec.)	3.280840 196.8504 2.237 3.6	ft./sec. ft./min. mph km/hr.
kilometers per hour (km/hr.)	0.9113 58.68 0.53996 0.6214 0.27778 16.67	ft./sec. ft./min. kt mph m/sec. m/min.	microns	3.937 x 10 ⁻⁵	in.
knots (kt)	1 1.689 1.1516 1.852 51.48	nautical mph ft./sec. statute mph km/hr. m/sec.	miles, statute (mi.)	5280 1.6093 1609.3 0.8684	ft. km m NM
liters (l)	1000 61.02 0.03531 33.814 0.264172 0.2200 1.05669	cm ³ cu. in. cu. ft. fl. oz. U.S. gal. Imperial gal. qt.	miles per hour (mph)	44.7041 4.470 x 10 ⁻¹ 1.467 88 1.6093 0.8684	cm/sec. m/sec. ft./sec. ft./min. km/hr. kt
liters per hectare (l/ha)	13.69 0.107	fl. oz./acre gal./acre	miles per hour square (m/hr. sq.)	2.151	ft./sec. sq.
liters per second (l/sec.)	2.12	cu. ft./min.	millibars	2.953 x 10 ⁻²	in. Hg
meters (m)	39.37 3.280840 1.0936 0.198838 6.214 x 10 ⁻⁴ 5.3996 x 10 ⁻⁴	in. ft. yd. rod mi. NM	millimeters (mm)	0.03937	in.
meter-kilogram (m-kg)	7.23301 86.798	ft.-lb. in.-lb.	millimeters of mercury at 0°C (mm Hg)	0.03937	in. Hg
			nautical miles (NM)	6080 1.1516 1852 1.852	ft. statute mi. m km
			ounces, avdp. (oz. avdp.)	28.35 16	g dr. avdp.
			ounces, fluid (fl. oz.)	8 29.57 1.805 0.0296 0.0078	dr. fl. cm ³ cu. in. l U.S. gal.

**SECTION 1
GENERAL**

**PIPER AIRCRAFT CORPORATION
PA-32R-300, CHEROKEE LANCE**

<u>MULTIPLY</u>	<u>BY</u>	<u>TO OBTAIN</u>	<u>MULTIPLY</u>	<u>BY</u>	<u>TO OBTAIN</u>
ounces, fluid per acre (fl. oz./acre)	0.073	l/ha	rod	16.5 5.5 5.029	ft. yd. m
pounds (lb.)	0.453592 453.6 3.108 x 10 ⁻²	kg g slug	slug	32.174	lb.
pounds per acre (lb./acre)	1.121	kg/ha	square centimeters (cm ²)	0.1550 0.001076	sq. in. sq. ft.
pounds per cubic foot (lb./cu. ft.)	16.02	kg/m ³	square feet (sq. ft.)	929 0.092903 144 0.1111 2.296 x 10 ⁻⁵	cm ² m ² sq. in. sq. yd. acres
pounds per cubic inch (lb./cu. in.)	1728 27.68	lb./cu. ft. g/cm ³	square inches (sq. in.)	6.4516 6.944 x 10 ⁻³	cm ² sq. ft.
pounds per square foot (lb./sq. ft.)	0.1414 4.88243 4.725 x 10 ⁻⁴	in. Hg kg/m ² atm	square kilometers (km ²)	0.3861	sq. mi.
pounds per square inch (psi or lb./sq. in.)	5.1715 2.036 0.06804 0.0689476 703.1	cm Hg in. Hg atm bar kg/m ²	square meters (m ²)	10.76391 1.196 0.0001	sq. ft. sq. yd. ha
quart, U.S. (qt.)	0.94635 57.749	l cu. in.	square miles (sq. mi)	2.590 640	km ² acres
radians	57.30 0.1592	deg. (arc) rev.	square rods (sq. rods)	30.25	sq. yd.
radians per second (radians/sec.)	57.30 0.1592 9.549	deg./sec. rev./sec. rpm	square yards (sq. yd.)	0.8361 9 0.0330579	m ² sq. ft. sq. rods
revolutions (rev.)	6.283	radians	yards (yd.)	0.9144 3 36 0.181818	m ft. in. rod
revolutions per minute (rpm or rev./min.)	0.1047	radians/sec.			
revolutions per second (rev./sec.)	6.283	radians/sec.			

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**SECTION 2
LIMITATIONS**

2.1 GENERAL

This section provides the "FAA Approved" operating limitations, instrument markings, color coding and basic placards necessary for the safe operation of the airplane and its systems.

Limitations associated with those optional systems and equipment which require handbook supplements can be found in Section 9 (Supplements).

2.3 AIRSPEED LIMITATIONS

SPEED	KIAS	KCAS
Never Exceed Speed (V_{NE}) - Do not exceed this speed in any operation.	191	188
Maximum Structural Cruising Speed (V_{NO}) - Do not exceed this speed except in smooth air and then only with caution.	148	149
Design Maneuvering Speed (V_A) - Do not make full or abrupt control movements above this speed.		
At 3600 LBS. G.W.	132	132
At 2170 LBS. G.W.	106	109

CAUTION

Maneuvering speed decreases at lighter weight as the effects of aerodynamic forces become more pronounced. Linear interpolation may be used for intermediate gross weights. Maneuvering speed should not be exceeded while operating in rough air.

Maximum Flaps Extended Speed (V_{FE}) - Do not exceed this speed with the flaps extended.	106	109
Maximum Landing Gear Extension Speed - Do not exceed this speed when extending the landing gear.	129	130
Maximum Landing Gear Retraction Speed - Do not exceed this speed when retracting the landing gear.	106	109
Maximum Landing Gear Extended Speed (V_{LE}) - Do not exceed this speed with the landing gear extended.	129	130

2.5 AIRSPEED INDICATOR MARKINGS

MARKING	IAS
Red Radial Line (Never Exceed)	191 KTS
Yellow Arc (Caution Range - Smooth Air Only)	148 KTS to 191 KTS
Green Arc (Normal Operating Range)	57 KTS to 148 KTS
White Arc (Flap Down)	52 KTS to 106 KTS

2.7 POWER PLANT LIMITATIONS

(a) Number of Engines	1
(b) Engine Manufacturer	Lycoming
(c) Engine Model No.	IO-540-K1G5D
(d) Engine Operating Limits	
(1) Maximum Horsepower	300
(2) Maximum Rotation Speed (RPM)	2700
(3) Maximum Oil Temperature	245°F
(e) Oil Pressure	
Minimum (red line)	25 PSI
Maximum (red line)	100 PSI
(f) Fuel Pressure	
Minimum (red line)	12 PSI
Maximum (red line)	40 PSI
(g) Fuel Grade (AVGAS ONLY) (minimum octane)	100/130 - Green
(h) Number of Propellers	1
(i) Propeller Manufacturer	Hartzell
(j) Propeller Hub and Blade Model	HC-C2YK-1()F/F8475D-4
(k) Propeller Diameter	
Minimum	78.5 IN.
Maximum	80 IN.
(l) Blade Angle Limits	
Low Pitch Stop	13.5 ± .2°
High Pitch Stop	34° ± 1°

2.9 POWER PLANT INSTRUMENT MARKINGS

(a) Tachometer	
Green Arc (Normal Operating Range)	500 to 2700 RPM
Red Line (Maximum Continuous Power)	2700 RPM
(b) Oil Temperature	
Green Arc (Normal Operating Range)	75° to 245°F
Red Line (Maximum)	245°F
(c) Oil Pressure	
Green Arc (Normal Operating Range)	60 PSI to 90 PSI
Yellow Arc (Caution Range) (Idle)	25 PSI to 60 PSI
Yellow Arc (Caution Range) (Start and Warm Up)	90 PSI to 100 PSI
Red Line (Minimum)	25 PSI
Red Line (Maximum)	100 PSI
(d) Fuel Pressure	
Green Arc (Normal Operating Range)	18 PSI to 40 PSI
Red Line (Minimum)	12 PSI
Red Line (Maximum)	40 PSI
Yellow Arc (Idle Range)	12 PSI to 18 PSI

2.11 WEIGHT LIMITS

(a) Maximum Weight	3600 LBS
(b) Maximum Baggage (100 lbs each compartment)	200 LBS

NOTE

Refer to Section 5 (Performance) for maximum weight as limited by performance.

2.13 CENTER OF GRAVITY LIMITS

Weight Pounds	Forward Limit Inches Aft of Datum	Rearward Limit Inches Aft of Datum
3600	91.4	95.0
2900	80.0	95.0
2400	76.0	95.0

NOTES

Straight line variation between points given.

The datum used is 78.4 inches ahead of the wing leading edge at the intersection of the straight and tapered section.

It is the responsibility of the airplane owner and the pilot to insure that the airplane is properly loaded. See Section 6 (Weight and Balance) for proper loading instructions.

2.15 MANEUVER LIMITS

No acrobatic maneuvers including spins approved.

2.17 FLIGHT LOAD FACTORS

- | | |
|------------------------------------|--------------------------------|
| (a) Positive Load Factor (Maximum) | 3.8 G |
| (b) Negative Load Factor (Maximum) | No inverted maneuvers approved |

2.19 TYPES OF OPERATIONS

The airplane is approved for the following operations when equipped in accordance with FAR 91 or FAR 135.

- (a) Day V.F.R.
- (b) Night V.F.R.
- (c) Day I.F.R.
- (d) Night I.F.R.
- (e) Non Icing

2.21 FUEL LIMITATIONS

- | | |
|--|-------------|
| (a) Total Capacity | 98 U.S. GAL |
| (b) Unusable Fuel | 4 U.S. GAL |
| The unusable fuel for this airplane has been determined as 2.0 gallons in each wing in critical flight attitudes (2.0 gallons is the total per side, each side having two interconnected tanks). | |
| (c) Usable Fuel | 94 U.S. GAL |
| The usable fuel in this airplane has been determined as 47.0 gallons in each wing (47.0 gallons is the total per side, each side having two interconnected tanks). | |

2.23 FLIGHT WITH REAR CABIN DOOR OR REAR CABIN DOOR AND CARGO DOOR REMOVED

The following limitations must be observed in the operation of this airplane with the rear cabin door or rear cabin door and cargo door removed:

- (a) The airplane may be flown with the rear cabin door or rear cabin door and cargo door removed. Flight with the front door removed is not approved.
- (b) Maximum speed - 144 KIAS
- (c) No smoking.
- (d) All loose articles must be tied down and stowed.
- (e) Jumper's static lines must be kept free of pilot's controls and control surfaces.
- (f) Operation approved VFR flight conditions only.

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2.25 PLACARDS

In full view of the pilot:

“THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS. NO ACROBATIC MANEUVERS INCLUDING SPINS, APPROVED.”

THIS AIRCRAFT APPROVED FOR V.F.R., I.F.R., DAY AND NIGHT NON-ICING FLIGHT WHEN EQUIPPED IN ACCORDANCE WITH FAR 91 OR FAR 135.

In full view of the pilot, the following takeoff and landing check lists will be installed:

TAKEOFF CHECK LIST

**Fuel on Proper Tank
Electric Fuel Pump - On
Engine Gauges - Checked
Alternate Air - Closed
Seat Backs Erect**

**Mixture - Set
Propeller - Set
Fasten Belts/Harness**

**Flaps - Set
Trim Tab - Set
Controls - Free
Doors - Latched
Air Conditioner - Off**

LANDING CHECK LIST

**Fuel on Proper Tank
Seat Back Erect
Fasten Belts/Harness**

**Electric Fuel Pump - On
Mixture - Rich
Propeller - Set**

**Gear Down (129 KIAS Max)
Flaps - Set (106 KIAS Max)
Air Conditioner - Off**

The “AIR CONDITIONER OFF” item in the above takeoff and landing check lists is mandatory for air conditioned aircraft only.

On the instrument panel in full view of the pilot:

**MANEUVERING SPEED
132 KIAS AT 3600
LBS. (SEE P.O.H.)**

On the instrument panel in full view of the pilot:

“DEMONSTRATED CROSSWIND COMPONENT 17 KTS”

In full view of the pilot: (For operation with the rear door removed)

**“FOR FLIGHT WITH THE DOOR REMOVED, SEE THE
LIMITATIONS AND PROCEDURES SECTIONS OF THE
PILOT’S OPERATING HANDBOOK.”**

On instrument panel in full view of the pilot:

“GEAR DOWN	129 KIAS (MAX)”
“GEAR UP	106 KIAS (MAX)”
“EXTENDED	129 KIAS (MAX)”

Near emergency gear lever:

“EMERGENCY DOWN”

Near emergency gear lever: (Aircraft equipped with the backup gear extender)

“OVERRIDE ENGAGED”

**TO ENGAGE OVERRIDE:
LEVER UP, LATCH DOWN
TO RELEASE OVERRIDE:
LEVER FULL UP & RELEASE”**

On gear override latch: (Aircraft equipped with the backup gear extender)

“GEAR OVERRIDE LATCH”

Near gear selector switch:

“GEAR UP	106 KIAS MAX”
“DOWN	129 KIAS MAX”

Adjacent to upper door latch (front and rear doors):

“ENGAGE LATCH BEFORE FLIGHT”

On the instrument panel in full view of the pilot:

**“WARNING — TURN OFF STROBE LIGHTS WHEN
TAXIING IN VICINITY OF OTHER AIRCRAFT, OR DURING
FLIGHT THROUGH CLOUD, FOG OR HAZE.”**

In full view of the pilot, in the area of the air conditioner controls when the air conditioner is installed:

**“WARNING—AIR CONDITIONER MUST BE OFF TO INSURE
NORMAL TAKEOFF CLIMB PERFORMANCE.”**

On the inside of the forward baggage compartment:

**“MAXIMUM BAGGAGE THIS COMPARTMENT 100 LBS. SEE
THE LIMITATIONS SECTION OF THE PILOT’S OPERATING
HANDBOOK.”**

On aft baggage closeout:

**“MAXIMUM BAGGAGE THIS COMPARTMENT 100 LBS. NO
HEAVY OBJECTS ON HAT SHELF.”**

On storm window:

“DO NOT OPEN ABOVE 129 KIAS”

Adjacent to fuel tank filler caps:

**“FUEL — 100/130 AVIATION GRADE — USABLE CAPACITY
47.0 GAL.”**

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**SECTION 3
EMERGENCY PROCEDURES**

3.1 GENERAL

The recommended procedures for coping with various types of emergencies and critical situations are provided by this section. All of the required (FAA regulations) emergency procedures and those necessary for operation of the airplane as determined by the operating and design features of the airplane are presented.

Emergency procedures associated with those optional systems and equipment which require handbook supplements are provided in Section 9 (Supplements).

The first portion of this section consists of an abbreviated emergency check list which supplies an action sequence for critical situations with little emphasis on the operation of systems.

The remainder of the section is devoted to amplified emergency procedures containing additional information to provide the pilot with a more complete understanding of the procedures.

These procedures are suggested as a course of action for coping with the particular condition described, but are not a substitute for sound judgement and common sense. Pilots should familiarize themselves with the procedures given in this section and be prepared to take appropriate action should an emergency arise.

Most basic emergency procedures, such as power off landings, are a normal part of pilot training. Although these emergencies are discussed here, this information is not intended to replace such training, but only to provide a source of reference and review, and to provide information on procedures which are not the same for all aircraft. It is suggested that the pilot review standard emergency procedures periodically to remain proficient in them.

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3.3 EMERGENCY PROCEDURES CHECKLIST

ENGINE FIRE DURING START

Starter.....crank engine
Mixture.....idle cut-off
Throttle.....open
Electric fuel pump.....OFF
Fuel selector.....OFF
Abandon if fire continues.

ENGINE POWER LOSS DURING TAKEOFF

If sufficient runway remains for a normal landing, leave gear down and land straight ahead.

If area ahead is rough, or if it is necessary to clear obstructions:

Gear selector switch.....UP
Emergency gear lever (Aircraft equipped with backup gear extender)latched in **VERRIDE ENGAGED** position

If sufficient altitude has been gained to attempt a restart:

Maintain safe airspeed

Fuel selector.....switch to tank containing fuel

Electric fuel pump.....check ON

Mixture.....check RICH

Alternate air.....OPEN

Emergency gear lever.....as required

If power is not regained, proceed with power off landing.

ENGINE POWER LOSS IN FLIGHT

Fuel selector.....switch to tank containing fuel

Electric fuel pump.....ON

Mixture.....RICH

Alternate air.....OPEN

Engine gauges.....check for indication of cause of power loss

If no fuel pressure is indicated, check tank selector position to be sure it is on a tank containing fuel.

When power is restored:

Alternate air.....CLOSED

Electric fuel pump.....OFF

If power is not restored, prepare for power off landing.

POWER OFF LANDING

On aircraft equipped with backup gear extender, lock emergency gear lever in **VERRIDE ENGAGED** position before airspeed drops to 106 KIAS to prevent landing gear from inadvertently free falling.

Trim for 92 KIAS.

Locate suitable field.

Establish spiral pattern.

1000 ft above field at downwind position for normal landing approach.

When field can easily be reached, slow to 75 KIAS for shortest landing.

Touchdowns should normally be made at lowest possible airspeed with full flaps.

GEAR DOWN LANDING

For gear down landing, proceed as follows when committed to landing:

Landing Gear Selector.....DOWN

Ignition.....OFF

Master switch.....OFF

Fuel selector.....OFF

Mixture.....idle cut-off

Seat belt and harness.....tight

GEAR UP LANDING

For gear up landing, proceed as follows when committed to landing:

Ignition.....OFF

Master switch.....OFF

Fuel selector.....OFF

Mixture.....idle cut-off

Seat belts and harness.....tight

FIRE IN FLIGHT

Source of firecheck

Electrical fire (smoke in cabin):
 Master switchOFF
 Ventsopen
 Cabin heatOFF
 Land as soon as possible.

Engine fire:
 Fuel selectorOFF
 ThrottleCLOSED
 Mixtureidle cut-off
 Electric fuel pumpcheck OFF
 Heater and defrosterOFF
 Proceed with power off landing procedure.

LOSS OF OIL PRESSURE

Land as soon as possible and investigate cause.
 Prepare for power off landing.

LOSS OF FUEL PRESSURE

Electric fuel pumpON
 Fuel selectorcheck on full tank

HIGH OIL TEMPERATURE

Land at nearest airport and investigate the problem.
 Prepare for power off landing.

ALTERNATOR FAILURE

Verify failure
 Reduce electrical load as much as possible.
 Alternator circuit breakercheck
 Alt switchOFF (for 1 second),
 then on

If no output:
 Alt switchOFF

Reduce electrical load and land as soon as practical.

If battery is fully discharged, the gear will have to be lowered using the emergency gear extension procedure. Position lights will not illuminate.

PROPELLER OVERSPEED

Throttleretard
 Oil pressurecheck
 Prop controlfull DECREASE rpm,
 then set if any
 control available
 Airspeedreduce
 Throttleas required to remain
 below 2700 rpm

EMERGENCY LANDING GEAR EXTENSION

Prior to emergency extension procedure:
 Master switchcheck ON
 Circuit breakerscheck
 Radio lightsoff (in daytime)
 Gear indicator bulbscheck

If landing gear does not check down and locked:
 Airspeedbelow 87 KIAS

Landing gear selectorDOWN
 Emergency gear lever (Aircraft equipped with
 backup gear extender)**VERRIDE ENGAGED**
 (while fish tailing airplane)

If landing gear still does not check down and locked:
 Emergency gear lever**Hold** emergency gear lever
 in the **EMERGENCY DOWN**
 position, while fish tailing airplane
 until gear is down and locked (under
 normal conditions will take approx.
 10 seconds to be down and locked)

If all electrical power has been lost, the landing gear must be extended using the above procedures. The gear position indicator lights will not illuminate.

SPIN RECOVERY

Throttleidle
 Aileronsneutral
 Rudderfull opposite to
 direction of rotation
 Control wheelfull forward
 Rudderneutral (when
 rotation stops)
 Control wheelas required to smoothly
 regain level flight altitude

OPEN DOOR

If both upper and side latches are open, the door will trail slightly open and airspeeds will be reduced slightly.

To close the door in flight:

Slow airplane to 87 KIAS

Cabin vents.....close

Storm windowopen

If upper latch is openlatch

If side latch is openpull on armrest while
moving latch handle
to latched position

If both latches are openlatch side latch
then top latch

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3.5 AMPLIFIED EMERGENCY PROCEDURES (GENERAL)

The following paragraphs are presented to supply information for the purpose of providing the pilot with a more complete understanding of the recommended course of action and probable cause of an emergency situation.

3.7 ENGINE FIRE DURING START

Engine fires during start are usually the result of overpriming. The first attempt to extinguish the fire is to try to start the engine and draw the excess fuel back into the induction system.

If a fire is present before the engine has started, move the mixture control to idle cut-off, open the throttle and crank the engine. This is an attempt to draw the fire back into the engine.

If the engine has started, continue operating to try to pull the fire into the engine.

In either case (above), if fire continues more than a few seconds, the fire should be extinguished by the best available external means.

The fuel selector valves should be OFF and the mixture at idle cut-off if an external fire extinguishing method is to be used.

3.9 ENGINE POWER LOSS DURING TAKEOFF

The proper action to be taken if loss of power occurs during takeoff will depend on the circumstances of the particular situation.

If sufficient runway remains to complete a normal landing, leave the landing gear down and land straight ahead.

If the area ahead is rough, or if it is necessary to clear obstructions, move the gear selector switch to the UP position. On aircraft equipped with the backup gear extender, latch the emergency gear lever in the OVERRIDE ENGAGED position.

If sufficient altitude has been gained to attempt a restart, maintain a safe airspeed and switch the fuel selector to another tank containing fuel. Check the electric fuel pump to ensure that it is ON and that the mixture is RICH. The alternate air should be OPEN.

On aircraft equipped with the backup gear extender, the landing gear will extend automatically when engine power fails at speeds below approximately 103 KIAS. The glide distance with the landing gear extended is roughly halved. If the situation dictates, the landing gear can be retained in the retracted position by latching the emergency gear lever in the OVERRIDE ENGAGED position.

If engine failure was caused by fuel exhaustion, power will not be regained after switching fuel tanks until the empty fuel lines are filled. This may require up to ten seconds.

If power is not regained, proceed with the Power Off Landing procedure (refer to the emergency check list and paragraph 3.13).

3.11 ENGINE POWER LOSS IN FLIGHT

Complete engine power loss is usually caused by fuel flow interruption and power will be restored shortly after fuel flow is restored. If power loss occurs at a low altitude, the first step is to prepare for an emergency landing (refer to paragraph 3.13). An airspeed of at least 92 KIAS) should be maintained.

If altitude permits, switch the fuel selector to another tank containing fuel and turn the electric fuel pump "ON." Move the mixture control to "RICH" and the alternate air to "OPEN." Check the engine gauges for an indication of the cause of the power loss. If no fuel pressure is indicated, check the tank selector position to be sure it is on a tank containing fuel.

When power is restored move the alternate air to the "CLOSED" position and turn "OFF" the electric fuel pump.

If the preceding steps do not restore power, prepare for an emergency landing.

If time permits, turn the ignition switch to "L" then to "R" then back to "BOTH." Move the throttle and mixture control levers to different settings. This may restore power if the problem is too rich or too lean a mixture or if there is a partial fuel system restriction. Try other fuel tanks. Water in the fuel could take some time to be used up, and allowing the engine to windmill may restore power. If power loss is due to water, fuel pressure indications will be normal.

If engine failure was caused by fuel exhaustion power will not be restored after switching fuel tanks until the empty fuel lines are filled. This may require up to ten seconds.

If power is not regained, proceed with the Power Off Landing procedure (refer to the emergency check list and paragraph 3.13).

3.13 POWER OFF LANDING

On aircraft equipped with the backup gear extender, if loss of power occurs at altitude, lock emergency gear lever in **VERRIDE ENGAGED** position before airspeed drops to 106 KIAS to prevent landing gear from inadvertently free falling. Then trim the aircraft for best gliding angle (92 KIAS Air Conditioner OFF) and look for a suitable field. If measures taken to restore power are not effective, and if time permits, check your charts for airports in the immediate vicinity; it may be possible to land at one if you have sufficient altitude. At best gliding angle, with no wind, with the engine windmilling, and the propeller control in full **DECREASE** rpm, the aircraft will travel approximately 1.6 miles for each thousand feet of altitude. If possible, notify the FAA by radio of your difficulty and intentions. If another pilot or passenger is aboard, let him help.

When you have located a suitable field, establish a spiral pattern around this field. Try to be at 1000 feet above the field at the downwind position, to make a normal landing approach. When the field can easily be reached, slow to 75 KIAS with flaps down for the shortest landing. Excess altitude may be lost by widening your pattern, using flaps or slipping, or a combination of these.

Whether to attempt a landing with gear up or down depends on many factors. If the field chosen is obviously smooth and firm, and long enough to bring the plane to a stop, the gear should be down. If there are stumps or rocks or other large obstacles in the field, the gear in the down position will better protect the occupants of the aircraft. If, however, the field is suspected to be excessively soft or short, or when landing in water of any depth, a wheels-up landing will normally be safer and do less damage to the airplane.

On airplanes equipped with the backup gear extender, the landing gear will free fall at airspeeds below approximately 103 KIAS and, under normal conditions, will take approximately 10 seconds to be down and locked. If a gear up landing is desired, it will be necessary to latch the override lever in the **VERRIDE ENGAGED** position before the airspeed drops to 106 KIAS to prevent the landing gear from inadvertently free falling.

Touchdown should normally be made at the lowest possible airspeed.

(a) **Gear Down Landing**

When committed to a gear down emergency landing select landing gear **DOWN**, close the throttle control and shut **OFF** the master and ignition switches. Flaps may be used as desired. Turn the fuel selector valve to **OFF** and move the mixture to idle cut-off. The seat belts and shoulder harness (if installed) should be tightened. Touchdown should be normally made at the lowest possible airspeed.

NOTE

If the master switch is **OFF**, the gear cannot be retracted.

(b) Gear Up landing

On aircraft equipped with the backup gear extender, latch the emergency gear lever in the **VERRIDE ENGAGED** position, prior to reaching 106 KIAS, to prevent the gear from inadvertently extending, at airspeeds below 103 KIAS.

Touchdowns should normally be made at the lowest possible airspeed with full flaps.

When committed to landing, turn **OFF** the ignition and master switch. The fuel selector should be **OFF** and the mixture at idle cut-off.

Tighten the seat belts and shoulder harness (if installed).

3.15 FIRE IN FLIGHT

The presence of fire is noted through smoke, smell and heat in the cabin. It is essential that the source of the fire be promptly identified through instrument readings, character of the smoke, or other indications since the action to be taken differs somewhat in each case.

Check for the source of the fire first.

If an electrical fire is indicated (smoke in the cabin), the master switch should be turned **OFF**. The cabin vents should be opened and the cabin heat turned **OFF**. A landing should be made as soon as possible.

If an engine fire is present, switch the fuel selector to **OFF** and close the throttle. The mixture should be at idle cut-off. In all cases, the heater and defroster should be **OFF**. If the terrain permits, a landing should be made immediately.

NOTE

The possibility of an engine fire in flight is extremely remote. The procedure given is general and pilot judgment should be the determining factor for action in such an emergency.

3.17 LOSS OF OIL PRESSURE

Loss of oil pressure may be either partial or complete. A partial loss of oil pressure usually indicates a malfunction in the oil pressure regulating system, and a landing should be made as soon as possible to investigate the cause and prevent engine damage.

A complete loss of oil pressure indication may signify oil exhaustion or may be the result of a faulty gauge. In either case, proceed toward the nearest airport, and be prepared for a forced landing. If the problem is not a pressure gauge malfunction, the engine may stop suddenly. Maintain altitude until such time as a dead stick landing can be accomplished. Don't change power settings unnecessarily, as this may hasten complete power loss.

Depending on the circumstances, it may be advisable to make an off airport landing while power is still available, particularly if other indications of actual oil pressure loss, such as sudden increases in temperatures, or oil smoke, are apparent, and an airport is not close.

If engine stoppage occurs, proceed with Power Off Landing.

3.19 LOSS OF FUEL PRESSURE

If loss of fuel pressure occurs, turn "ON" the electric fuel pump and check that the fuel selector is on a full tank.

If the problem is not an empty tank, land as soon as practical and have the engine-driven fuel pump and fuel system checked.

3.21 HIGH OIL TEMPERATURE

An abnormally high oil temperature indication may be caused by a low oil level, an obstruction in the oil cooler, damaged or improper baffle seals, a defective gauge, or other causes. Land as soon as practical at an appropriate airport and have the cause investigated.

A steady, rapid rise in oil temperature is a sign of trouble. Land at the nearest airport and let a mechanic investigate the problem. Watch the oil pressure gauge for an accompanying loss of pressure.

3.23 ALTERNATOR FAILURE

Loss of alternator output is detected through zero reading on the ammeter. Before executing the following procedure, ensure that the reading is zero and not merely low by actuating an electrically powered device, such as the landing light. If no increase in the ammeter reading is noted, alternator failure can be assumed.

The electrical load should be reduced as much as possible. Check the alternator circuit breakers for a popped circuit.

The next step is to attempt to reset the overvoltage relay. This is accomplished by moving the ALT switch to OFF for one second and then to ON. If the trouble was caused by a momentary overvoltage condition (16.5 volts and up) this procedure should return the ammeter to a normal reading.

If the ammeter continues to indicate zero output, or if the alternator will not remain reset, turn off the ALT switch, maintain minimum electrical load and land as soon as practical. All electrical load is being supplied by the battery.

3.25 PROPELLER OVERSPEED

Propeller overspeed is caused by a malfunction in the propeller governor or low oil pressure which allows the propeller blades to rotate to full low pitch.

If propeller overspeed should occur, retard the throttle and check the oil pressure. The propeller control should be moved to full DECREASE rpm and then set if any control is available. Airspeed should be reduced and throttle used to maintain 2700 rpm.

3.27 EMERGENCY LANDING GEAR EXTENSION

Prior to proceeding with an emergency gear extension check to ensure that the master switch is ON and that the circuit breakers have not opened. If it is daytime, the radio lights should be turned off. Check the landing gear indicators for faulty bulbs.

NOTE

Refer to paragraph 4.39 for differences when emergency extension procedure is performed for training purposes.

If the landing gear does not check down and locked, reduce the airspeed to below 87 KIAS. Move the landing gear selector to the DOWN position. On aircraft equipped with the backup gear extender, place the Emergency gear lever in the OVERRIDE ENGAGED position and fish tail the airplane.

If the landing gear still does not check down and locked, position and *hold* the emergency gear lever in the EMERGENCY DOWN position while fish tailing the airplane. Under normal conditions, approximately 10 seconds will be required for the gear to extend and lock down.

If an electrical power has been lost, the landing gear must be extended using the above procedures. The gear position indicator lights will not illuminate.

3.29 SPIN RECOVERY

Intentional spins are prohibited in this airplane. If a spin is inadvertently entered, immediately move the throttle to idle and the ailerons to neutral.

Full rudder should then be applied opposite to the direction of rotation followed by control wheel full forward. When the rotation stops, neutralize the rudder and ease back on the control wheel as required to smoothly regain a level flight attitude.

3.31 OPEN DOOR

The cabin door on the Cherokee is double latched, so the chances of its springing open in flight at both the top and bottom are remote. However, should you forget the upper latch, or not fully engage the side latch, the door may spring partially open. This will usually happen at takeoff or soon afterward. A partially open door will not affect normal flight characteristics, and a normal landing can be made with the door open.

If both upper and side latches are open, the door will trail slightly open, and airspeed will be reduced slightly.

To close the door in flight, slow the airplane to 87 KIAS, close the cabin vents and open the storm window. If the top latch is open, latch it. If the side latch is open, pull on the armrest while moving the latch handle to the latched position. If both latches are open, close the side latch then the top latch.

3.33 ENGINE ROUGHNESS

Engine roughness may be caused by dirt in the injector nozzles, induction system icing, or ignition problems.

First adjust the mixture for maximum smoothness. The engine will run rough if the mixture is too rich or too lean.

Move the alternate air to "OPEN" and then turn "ON" the electric fuel pump.

Switch the fuel selector to another tank to see if fuel contamination is the problem.

Check the engine gauges for abnormal readings. If any gauge readings are abnormal proceed accordingly.

The magneto switch should then be moved to "L" then "R." then back to "BOTH." If operation is satisfactory on either magneto, proceed on that magneto at reduced power with full "RICH" mixture to a landing at the first available airport.

If roughness persists, prepare for a precautionary landing at pilot's discretion.

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**SECTION 4
NORMAL PROCEDURES**

4.1 GENERAL

This section clearly describes the recommended procedures for the conduct of normal operations for the Cherokee Lance. All of the required (FAA regulations) procedures and those necessary for the safe operation of the airplane as determined by the operating and design features of the airplane are presented.

Normal procedures associated with those optional systems and equipment which require handbook supplements are provided by Section 9 (Supplements).

These procedures are provided to present a source of reference and review and to supply information on procedures which are not the same for all aircraft. Pilots should familiarize themselves with the procedures given in this section in order to become proficient in the normal operations of the airplane.

The first portion of this section consists of a short form check list which supplies an action sequence for normal operations with little emphasis on the operation of the systems.

The remainder of the section is devoted to amplified normal procedures which provide detailed information and explanations of the procedures and how to perform them. This portion of the section is not intended for use as an in-flight reference due to the lengthy explanations. The short form check list should be used for this purpose.

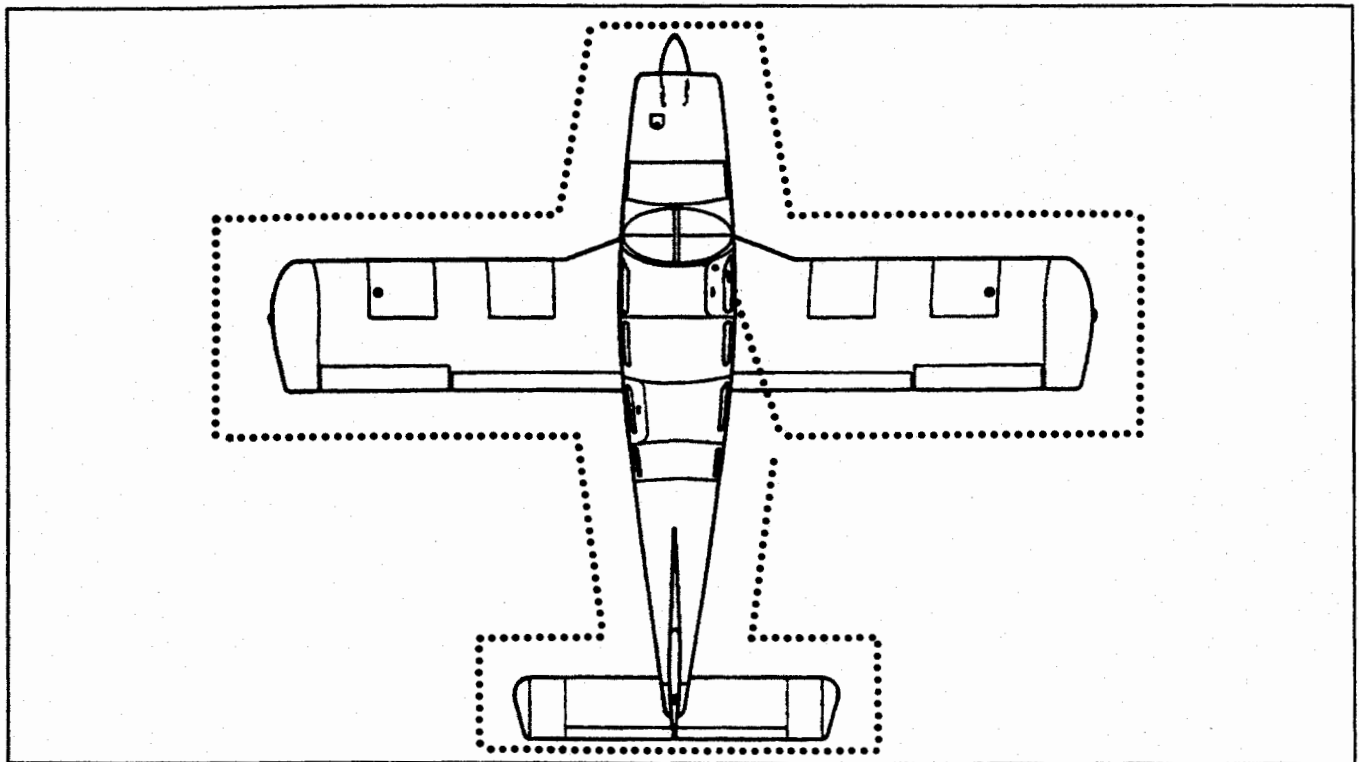
4.3 AIRSPEEDS FOR SAFE OPERATIONS

The following airspeeds are those which are significant to the safe operation of the airplane. These figures are for standard airplanes flown at gross weight under standard conditions at sea level.

Performance for a specific airplane may vary from published figures depending upon the equipment installed, the condition of the engine, airplane and equipment, atmospheric conditions and piloting technique.

(a) Best Rate of Climb Speed	
gear up, flaps up	92 KIAS
gear down, flaps up	87 KIAS
(b) Best Angle of Climb Speed	
gear up, flaps up	87 KIAS
gear down, flaps up	68 KIAS
(c) Turbulent Air Operating Speed (See Subsection 2.3)	132 KIAS
(d) Maximum Flap Speed	106 KIAS
(e) Landing Final Approach Speed (Flaps 40°)	75 KIAS
(f) Maximum Demonstrated Crosswind Velocity	17 KTS

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WALK-AROUND

Figure 4-1

4.5 NORMAL PROCEDURE CHECKLIST

PREFLIGHT

- Control wheelrelease belts
- Master switchON
- Fuel quantity gaugescheck
- Master switchOFF
- IgnitionOFF
- Exteriorcheck for damage
- Control surfacescheck for interference - free of ice, snow, frost
- Hingescheck for interference
- Wingsfree of ice, snow, frost
- Stall warningcheck
- Navigation lightscheck
- Fuel tankscheck supply visually - secure caps
- Fuel tank sumpsdrain, check for water, sediment and proper fuel
- Fuel ventsopen
- Main gear strutsproper inflation (4.0 in.)
- Tirescheck
- Brake blockscheck

- Pitot headremove cover - holes clear
- Windshieldclean
- Propeller and spinnercheck
- Fuel and oilcheck for leaks
- Oilcheck level
- Dipstickproperly seated
- Cowlingsecure
- Inspection coverssecure
- Nose wheel tirecheck
- Nose gear strutproper inflation (2.60 in.)
- Air inletsclear
- Alternator beltcheck tension
- Tow bar and control locksstow
- Baggagestowed properly - secure
- Baggage doorclose and secure
- Fuel strainerdrain, check for water, sediment and proper fuel
- Primary flight controlsproper operation
- Cabin doorsclose and secure
- Required paperson board
- Seat belts and harnessfastened - check inertia reel

BEFORE STARTING ENGINE

Parking brakeset
Propeller.....full INCREASE rpm
Fuel selector.....desired tank

STARTING ENGINE WHEN COLD

Throttle1/2" open
Master switchON
Electric fuel pumpON
Mixtureprime - then idle
cut-off
Starter.....engage
Mixture.....full RICH
Throttleadjust
Oil pressurecheck

STARTING ENGINE WHEN HOT

Throttle1/2" open
Master switchON
Electric fuel pumpON
Mixtureidle cut-off
Starter.....engage
Mixture.....advance
Throttleadjust
Oil pressurecheck

STARTING ENGINE WHEN FLOODED

Throttle.....open full
Master switchON
Electric fuel pump.....OFF
Mixtureidle cut-off
Starter.....engage
Mixture.....advance
Throttle.....retard
Oil pressurecheck

STARTING WITH EXTERNAL POWER SOURCE

Master switch.....OFF
All electrical equipment.....OFF
Terminalsconnect
External power pluginsert in
fuselage

Proceed with normal start

Throttlelowest possible
RPM

External power plugdisconnect from
fuselage

Master switch.....ON-check ammeter
Oil pressurecheck

WARM-UP

Throttle1000 to 1200 RPM

TAXIING

Chocks.....removed
Taxi areaclear
Throttleapply slowly
Prop.....high RPM
Brakescheck
Steering.....check

GROUND CHECK

Parking brake.....set
Propeller.....full INCREASE
Throttle2000 RPM
Magnetosmax. drop 175 RPM
- max. diff. 50 RPM
Vacuum.....5.0" Hg. + .1
Oil tempcheck
Oil pressurecheck
Air conditionercheck
Annunciator panel.....press-to-test
Propeller.....exercise - then
full INCREASE

Alternate aircheck
Engine is warm for takeoff when throttle can be
opened without engine faltering.

Electric fuel pump.....OFF
Fuel pressurecheck
Throttle.....retard

BEFORE TAKEOFF

Master switchON
Flight instrumentscheck
Fuel selectorproper tank
Electric fuel pumpON
Engine gaugescheck
Alternate airCLOSED
Seat backserect
Mixtureset
Propset
Belts/harnessfastened
Empty seatsseat belts
snugly fastened
Flapsset
Trim tabset
Controlsfree
Doorslatched
Air conditionerOFF
Parking brakerelease

TAKEOFF

NORMAL

Flapsset
Tabset
Accelerate to 52 to 65 KIAS Control wheel back
pressure to rotate to climb attitude

SHORT FIELD, OBSTACLE CLEARANCE

Flaps25° (second notch)
Accelerate to 40 to 53 KIAS depending on aircraft
weight
Control wheelback pressure to
rotate to climb attitude
After breaking ground, accelerate to 52 to 58 KIAS
depending on aircraft weight

Gear (OVERRIDE ENGAGED on aircraft
equipped with backup gear extender)UP

Accelerate to best flaps up angle of climb speed - 87
KIAS, slowly retract the flaps and climb past the
obstacle.

Accelerate to best flaps up rate of climb speed - 92
KIAS

SOFT FIELD

Flaps25° (second notch)
Accelerate to 40 to 53 KIAS depending on aircraft
weight
Control wheelback pressure to
rotate to climb attitude
After breaking ground, accelerate to 52 to 58 KIAS
depending on aircraft weight
Gear (OVERRIDE ENGAGED on aircraft
equipped with backup gear extender)UP
Accelerate to best flaps up rate of climb speed 92
KIAS
Flapsretract slowly

CLIMB

Best rate (3600 lb) (gear up)
(flaps up)92 KIAS
Best rate (3600 lb) (gear down)
(flaps up)87 KIAS
Best angle (3600 lb) (gear up)
(flaps up)87 KIAS
Best angle (3600 lb) (gear down)
(flaps up)68 KIAS
En route104 KIAS
Electric fuel pumpOFF at
desired altitude

CRUISING

Reference performance charts, Avco-Lycoming
Operator's Manual and power setting table.
Normal max power75%
Powerset per power table
Mixtureadjust

APPROACH AND LANDING

Fuel selectorproper tank
Seat backserect
Belts/harnessfasten
Electric fuel pumpON
Mixtureset
Propellerset
Geardown - 129 KIAS max
Flapsset - 106 KIAS max
Air conditionerOFF
Trim to 75 KIAS

STOPPING ENGINE

Flapsretract
Electric fuel pumpOFF
Air conditionerOFF
Radio'sOFF
Propellerfull INCREASE
Throttlefull aft
Mixtureidle cut-off
MagnetosOFF
Master switchOFF

PARKING

Parking brakeset
Control wheelsecured with belts
Flapsfull up
Wheel chocksin place
Tie downssecure

4.7 AMPLIFIED NORMAL PROCEDURES (GENERAL)

The following paragraphs are provided to supply detailed information and explanations of the normal procedures necessary for the operation of the airplane.

4.9 PREFLIGHT CHECK

The airplane should be given a thorough preflight and walk-around check. The preflight should include a check of the airplane's operational status, computation of weight and C.G. limits, takeoff distance and in-flight performance. A weather briefing should be obtained for the intended flight path, and any other factors relating to a safe flight should be checked before takeoff.

CAUTION

The flap position should be noted before boarding the airplane. The flaps must be placed in the "UP" position before they will lock and support weight on the step.

Upon entering the cockpit, release the seat belts securing the control wheel. Turn "ON" the master switch and check the fuel quantity gauges for sufficient fuel. After the fuel quantity check is made turn the master switch "OFF" and check that the ignition switch is "OFF."

To begin the exterior walk-around, check for external damage and operational interference of the control surfaces or hinges. Insure that the wings and control surfaces are free of snow, ice, frost or any other foreign materials.

An operational check of the stall warning system and navigation lights should now be made. Turn the master switch "ON." Lift the detector while checking to determine if the horn is actuated and check that the navigation lights are illuminated. The master switch should be returned to the "OFF" position after the checks are complete.

A visual check of the fuel tank quantity should be performed. Remove the filler cap from each tank and visually check the supply and color. Be sure to secure the caps properly after the check is complete. Each inboard tank is furnished with an external fuel quantity indicator to assist the pilot in determining fuel quantities of less than 25 gallons. A visual check of this indicator should also be made.

The fuel system tank sumps and strainer should be drained daily prior to the first flight and after refueling to avoid the accumulation of water, sediment and to check for proper fuel. Each fuel tank is equipped with an individual quick drain located at the lower inboard rear corner of the tank. The fuel strainer and a system quick drain valve are located in the fuselage at the lowest point of the fuel system. It is important that the fuel system be drained properly.

Drain each tank through its individual quick drain located at the lower inboard rear corner of the tank, making sure that enough fuel has been drained to insure that all water and sediment is removed.

Next, place a container under the fuel strainer drain outlet located under the fuselage.

Now drain the fuel strainer by pressing down on the lever located on the right hand side of the cabin below the forward edge of the rear seat. The fuel selector should be positioned in the following sequence while draining the strainer: "OFF," "LEFT," "RIGHT." This is done to insure that the fuel lines between each tank outlet and fuel strainer are drained as well as the strainer. When the fuel tanks are full, it will take approximately six seconds to drain all the fuel in one of the lines from a tank to the fuel strainer. When the fuel tanks are less than full, it will take a few seconds longer.

Examine the contents of the container placed under the fuel strainer drain outlet for water, sediment and proper fuel, and then dispose of the contents.

CAUTION

When draining any amount of fuel, care should be taken to insure that no fire hazard exists before starting engine.

After using the under-seat quick drain, it should be checked from outside to make sure it has closed completely and is not leaking.

Check all of the fuel tank vents to make sure they are open.

Next, complete a check of the landing gear. Check the main gear shock struts for proper inflation. There should be 4.0 inches of strut exposure under a normal static load. The nose gear should be checked for 2.60 inches of strut exposure. Check all tires for cuts and wear and insure proper inflation. Make a visual check of the brake blocks for wear or damage.

Remove the cover from the pitot head on the underside of the left wing. Check the pitot head to make sure the holes are open and clear of obstructions.

Don't forget to clean and check the windshield.

The propeller and spinner should be checked for defects or nicks.

Lift the cowling and check for any obvious fuel or oil leaks. Check the oil level. Make sure that the dipstick has properly seated after checking. Secure the cowling and check the inspection covers.

Check the air inlets for foreign matter and the alternator belt for proper tension.

Stow the tow bar and check the baggage for proper storage and security. The baggage compartment doors should be closed and secure.

Upon entering the aircraft, ascertain that all primary flight controls operate properly. Close and secure the fore and aft cabin doors and check that all the required papers are in order and in the airplane.

Fasten the seat belts and shoulder harness and check the function of the inertia reel by pulling sharply on the strap. Fasten seat belts on empty seats.

4.11 BEFORE STARTING ENGINE

Before starting the engine the parking brake should be set "ON" and the propeller lever moved to the full "INCREASE" rpm position. The fuel selector should then be moved to the desired tank.

4.13 STARTING ENGINE

(a) Starting Engine When Cold

Open the throttle lever approximately 1/2 inch. Turn "ON" the master switch and the electric fuel pump. Move the mixture control to full "RICH" until an indication is noted on the fuel flow meter. The engine is now primed.

Move the mixture control to idle cut-off and engage the starter by rotating the magneto switch clockwise. When the engine fires, release the magneto switch, advance the mixture control to full "RICH" and move the throttle to the desired setting.

If the engine does not fire within five to ten seconds, disengage the starter and reprime.

(b) Starting Engine When Hot

Open the throttle approximately 1/2 inch. Turn "ON" the master switch and the electric fuel pump. Move the mixture control lever to idle cut-off and engage the starter by rotating the magneto switch clockwise. When the engine fires, release the magneto switch, advance the mixture and move the throttle to the desired setting.

(c) Starting Engine When Flooded

The throttle lever should be full "OPEN." Turn "ON" the master switch and turn "OFF" the electric fuel pump. Move the mixture control lever to idle cut-off and engage the starter by rotating the magneto switch clockwise. When the engine fires, release the magneto switch, advance the mixture and retard the throttle.

(d) Starting Engine With External Power Source

An optional feature called the Piper External Power (PEP) allows the operator to use an external battery to crank the engine without having to gain access to the airplane's battery.

Turn the master switch OFF and turn all electrical equipment OFF. Connect the RED lead of the PEP kit jumper cable to the POSITIVE (+) terminal of an external 12-volt battery and the BLACK lead to the NEGATIVE (-) terminal. Insert the plug of the jumper cable into the socket located on the fuselage. Note that when the plug is inserted, the electrical system is ON. Proceed with the normal starting technique.

After the engine has started, reduce power to the lowest possible RPM, to reduce sparking, and disconnect the jumper cable from the aircraft. Turn the master switch ON and check the alternator ammeter for an indication of output. DO NOT ATTEMPT FLIGHT IF THERE IS NO INDICATION OF ALTERNATOR OUTPUT.

NOTE

For all normal operations using the PEP jumper cables, the master switch should be OFF, but it is possible to use the ships battery in parallel by turning the master switch ON. This will give longer cranking capabilities, but will not increase the amperage. **CAUTION:** Care should be exercised because if the ships battery has been depleted, the external power supply can be reduced to the level of the ships battery. This can be tested by turning the master switch ON momentarily while the starter is engaged. If cranking speed increases, the ships battery is at a higher level than the external power supply.

When the engine is firing evenly, advance the throttle to 800 RPM. If oil pressure is not indicated within thirty seconds, stop the engine and determine the trouble. In cold weather it will take a few seconds longer to get an oil pressure indication. If the engine has failed to start, refer to the Lycoming Operating Handbook, Engine Troubles and Their Remedies.

Starter manufacturers recommend that cranking periods be limited to thirty seconds with a two minute rest between cranking periods. Longer cranking periods will shorten the life of the starter.

4.15 WARM-UP

Warm-up the engine at 1000 to 1200 RPM. Avoid prolonged idling at low RPM. as this practice may result in fouled spark plugs.

Takeoff may be made as soon as the ground check is completed, provided that the throttle may be opened fully without backfiring or skipping, and without a reduction in engine oil pressure.

Do not operate the engine at high RPM when running up or taxiing over ground containing loose stones, gravel or any loose material that may cause damage to the propeller blades.

4.17 TAXIING

Before attempting to taxi the airplane, ground personnel should be instructed and approved by a qualified person authorized by the owner. Ascertain that the propeller back blast and taxi areas are clear. Release the parking brake.

Power should be applied slowly to start the taxi roll. Taxi a few feet forward and apply the brakes to determine their effectiveness. Taxi with the propeller set in low pitch, high RPM setting. While taxiing, make slight turns to ascertain the effectiveness of the steering.

Observe wing clearances when taxiing near buildings or other stationary objects. If possible, station an observer outside the airplane.

Avoid holes and ruts when taxiing over uneven ground.

Do not operate the engine at high RPM when running up or taxiing over ground containing loose stones, gravel or any loose material that may cause damage to the propeller blades.

4.19 GROUND CHECK

Set the parking brake.

The magnetos should be checked at 2000 RPM with the propeller set at high RPM. Drop off on either magneto should not exceed 175 RPM and the difference between the magnetos should not exceed 50 RPM. Operation on one magneto should not exceed 10 seconds.

Check the vacuum gauge; the indicator should read $5.0" \pm .1"$ Hg at 2000 RPM.

Check the annunciator panel lights with the press-to-test button. Also check the air conditioner and the alternate air.

The propeller control should be moved through its complete range to check for proper operation, and then placed in full INCREASE rpm for takeoff. To obtain maximum rpm, push the pedestal mounted control fully forward on the instrument panel. Do not allow a drop of more than 500 rpm during this check. In cold weather the propeller control should be cycled from high to low rpm at least three times before takeoff to make sure that warm engine oil has circulated.

The electric fuel pump should be turned OFF after starting or during warmup to make sure that the engine driven pump is operating. Prior to takeoff the electric pump should be turned ON again to prevent loss of power during takeoff should the engine driven pump fail. The engine is warm enough for takeoff when the throttle can be opened without the engine faltering.

4.21 BEFORE TAKEOFF

All aspects of each particular takeoff should be considered prior to executing the takeoff procedure.

On aircraft equipped with the backup gear extender, after takeoff, if the gear selector switch is placed in the gear up position before reaching the airspeed at which the system no longer commands gear down*, the gear will not retract. For obstacle clearance on takeoff and for takeoffs from high altitude airports, the landing gear can be retracted after lift-off at the pilot's discretion by placing the gear selector switch in the UP position and then latching the emergency gear lever in the OVERRIDE ENGAGED position. If desired, the OVERRIDE ENGAGED position can be selected and latched before takeoff, and the gear will then retract as soon as the gear selector switch is placed in the UP position. Care should always be taken not to retract the gear prematurely, or the aircraft could settle back onto the runway. If the override lock is used for takeoff, it should be disengaged as soon as sufficient airspeed and terrain clearance are obtained, to return the gear system to normal operation. For normal operation, the pilot should extend and retract the gear with the gear selector switch located on the instrument panel, just as he would if the backup gear extender system were not installed.

If the airplane is to be operated with the rear cabin door removed, it is recommended that all passengers wear parachutes.

After all aspects of the takeoff are considered, a pretakeoff check procedure must be performed.

Turn ON the master switch and check and set all of the flight instruments as required. Check the fuel selector to make sure it is on the proper tank (fullest). Turn ON the electric fuel pump and check the engine gauges. The alternate air should be in the CLOSED position.

All seat backs should be erect.

The mixture and propeller control levers should be set and the seat belts and shoulder harness fastened. Fasten the seat belts snugly around the empty seats.

Exercise and set the flaps and trim tab. Ensure proper flight control movement and response.

All doors should be properly secured and latched.

On air conditioned models, the air conditioner must be OFF to ensure normal takeoff performance. Release the parking brake.

*Approximately 81 KIAS at sea level to approximately 100 KIAS) at 10,000 ft with a straight line variation between.

4.23 TAKEOFF

The normal takeoff technique is conventional for the Cherokee Lance. The tab should be set slightly aft of neutral, with the exact setting determined by the loading of the airplane. Allow the airplane to accelerate to 52 to 65 KIAS depending on the weight of the aircraft and ease back on the control wheel to rotate to climb attitude.

The procedure used for a short field takeoff with an obstacle clearance or a soft field takeoff differs slightly from the normal technique. The flaps should be lowered to 25° (second notch). Allow the aircraft to accelerate to 40 to 53 KIAS depending on the aircraft weight and rotate the aircraft to climb attitude. After breaking ground, accelerate 52 to 58 KIAS, depending on aircraft weight and select gear up*. Continue to climb while accelerating to the flaps-up rate of climb speed, 92 KIAS if no obstacle is present or 87 KIAS if obstacle clearance is a consideration. Slowly retract the flaps while climbing out.

4.25 CLIMB

The best rate of climb at gross weight will be obtained at 92 KIAS. The best angle of climb may be obtained at 87 KIAS. At lighter than gross weight these speed are reduced somewhat**. For climbing en route, a speed of 104 KIAS is recommended. This will produce better forward speed and increased visibility over the nose during the climb.

When reaching the desired altitude, the electric fuel pump may be turned off.

NOTE

On aircraft equipped with the backup gear extender, to prevent the landing gear from extending automatically during climbs at best angle of climb speed at any altitude, or best rate of climb speed above approximately 15,000 feet density altitude, it may be necessary to select **OVERRIDE ENGAGED**. This altitude decreases with reduced climb power and increases with increased climb speed.

*If desired, on aircraft equipped with backup gear extender, the **OVERRIDE ENGAGED** position can be selected and latched before takeoff. The gear will now retract as soon as the gear selector switch is placed in the UP position. Care should be taken not to retract the gear prematurely, in event aircraft should settle back onto the runway. If the override lock is used for takeoff, disengage as soon as sufficient terrain and obstacle clearance is obtained, to return the gear system to normal operation.

**To obtain the performance presented in the Performance Section of this handbook, full power (full throttle and 2700 rpm) must be used.

4.27 CRUISING

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

The normal maximum cruising power is 75% of the rated horsepower of the engine. When selecting cruising RPM below 2300, limiting manifold pressure for continuous operation, as specified by the appropriate "Avco-Lycoming Operator's Manual," should be observed.

To obtain the desired power, set the manifold pressure and RPM according to the power setting table in this manual.

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 ft. 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, disengage the lock and pull the mixture control until the engine becomes rough, indicating that the lean mixture limit has been reached in the leaner cylinders. Then enrich the mixture by pushing the control towards the instrument panel until engine operation becomes smooth. The fuel flow meter will give a close approximation of the fuel being consumed. The low side of the power setting, as shown on the fuel flow meter, indicates best economy for that percent of power while the high side indicates best power.

If the airplane is equipped with the optional exhaust gas temperature (EGT) gauge, a more accurate means of leaning is available to the pilot. For this procedure, refer to the "Avco-Lycoming Operator's Manual."

In order to keep the airplane in best lateral trim during cruise flight, the fuel should be used alternately from each tank at one hour intervals.

Always remember that the electric fuel pump should be turned "ON" before switching tanks, and should be left on for a short period thereafter. To preclude making a hasty selection, and to provide continuity of flow, the selector should be changed to another tank before fuel is exhausted from the tank in use. The electric fuel pump should be normally "OFF" so that any malfunction of the engine driven fuel pump is immediately apparent. If signs of fuel starvation should occur at any time during flight, fuel exhaustion should be suspected, at which time the fuel selector should be immediately positioned to a full tank and the electric fuel pump switched to the "ON" position.

4.29 APPROACH AND LANDING

Check to insure the fuel selector is on the proper (fullest) tank and that the seat backs are erect. The seat belts and shoulder harness should be fastened and the inertia reel checked.

Turn "ON" the electric fuel pump and turn "OFF" the air conditioner. The mixture should be set in the full "RICH" position. Set the propeller at full "INCREASE" rpm to facilitate ample power for an emergency go-around.

The landing gear may be extended at speeds below 129 KIAS. The airplane should be trimmed to a final approach speed of about 75 KIAS with flaps extended. The flaps can be lowered at speeds up to 106 KIAS, if desired.

The mixture control should be kept in full "RICH" position to insure maximum acceleration if it should be necessary to open the throttle again.

The amount of flap used during landings and the speed of the aircraft at contact with the runway should be varied according to the landing surface and conditions of wind and airplane loading. It is generally good practice to contact the ground at the minimum possible safe speed consistent with existing conditions.

Normally, the best technique for short and slow landings is to use full flap and enough power to maintain the desired airspeed and approach flight path. Mixture should be full "RICH," fuel on the fullest tank, and electric fuel pump "ON." Reduce the speed during the flareout and contact the ground close to the stalling speed. After ground contact hold the nose wheel off as long as possible. As the airplane slows down, gently lower the nose and apply the brakes. Braking is most effective when flaps are raised and back pressure is applied to the control wheel, putting most of the aircraft weight on the main wheels. In high wind conditions, particularly in strong crosswinds, it may be desirable to approach the ground at higher than normal speeds with partial or no flaps.

4.31 STOPPING ENGINE

At the pilot's discretion, the flaps should be raised and the electric fuel pump turned "OFF."

NOTE

The flaps must be placed in the "UP" position for the flap step to support weight. Passengers should be cautioned accordingly.

The air conditioner and radios should be turned "OFF," the propeller set in the full "INCREASE" position, and the engine stopped by disengaging the mixture control lock and pulling the mixture control back to idle cut-off. The throttle should be left full aft to avoid engine vibration while stopping. Then the magneto and master switches must be turned "OFF."

4.33 PARKING

If necessary, the airplane should be moved on the ground with the aid of the nose wheel tow bar provided with each airplane and secured behind the rear seats. The aileron and stabilator controls should be secured by looping the safety belt through the control wheel and pulling it snug. The flaps are locked when in the "UP" position and should be left retracted.

Tie downs can be secured to rings provided under each wing and to the tail skid. The rudder is held in position by its connections to the nose wheel steering and normally does not have to be secured.

4.35 STALLS

The stall characteristics of the Cherokee Lance are conventional. An approaching stall is indicated by a stall warning horn which is activated between five and ten knots above stall speed. Mild airframe buffeting and gentle pitching may also precede the stall.

The gross weight stalling speed of the Cherokee Lance with power off and full flaps is 52 KIAS. With the flaps up this speed is increased 5 KTS. Loss of altitude during stalls can be as great as 400 feet, depending on configuration and power.

NOTE

The stall warning system is inoperative with the master switch "OFF."

During preflight, the stall warning system should be checked by turning the master switch "ON," lifting the detector and checking to determine if the horn is actuated. The master switch should be returned to the "OFF" position after the check is complete.

4.37 TURBULENT AIR OPERATION

In keeping with good operating practice used in all aircraft, it is recommended that when turbulent air is encountered or expected, the airspeed be reduced to maneuvering speed to reduce the structural loads caused by gusts and to allow for inadvertent speed build-ups which may occur as a result of the turbulence or of distractions caused by the conditions.

4.39 LANDING GEAR

Some airplanes are equipped with an airspeed - power sensing system (backup gear extender) which extends the landing gear under low airspeed - power conditions even though the pilot may not have selected gear down. This system will also prevent retraction of the landing gear by normal means when the airspeed - power values are below a predetermined minimum. To override this system or to hold the emergency gear lever in the **OVERRIDE ENGAGED** position without maintaining manual pressure on the emergency gear lever, pull the lever full up and push the latch down. To release the override, pull lever up to disengage the latch, then release lever. For normal operation, the pilot should extend and retract the gear with the gear selector switch located on the instrument panel, just as he would if the backup gear extender system were not installed.

The pilot should become familiar with the function and significance of the landing gear position indicators and warning lights.

The red gear warning light on the instrument panel and the horn operate simultaneously in flight when the throttle is reduced to where the manifold pressure is approximately 14 inches of mercury or below, and the gear selector switch is not in the **DOWN** position. On aircraft equipped with the backup gear extender, this warning will also occur during flight when the system has lowered the landing gear and the gear selector switch is not in the **DOWN** position and the throttle is not full **OPEN**.

The red gear warning light on the instrument panel and the horn will also operate simultaneously on the ground when the master switch is **ON** and the gear selector switch is in the **UP** position.

The three green lights on the instrument panel operate individually as each associated gear is locked in the extended position.

WARNING

Radio lights' dimmer switch must be off to obtain gear lights full intensity during daytime flying. When aircraft is operated at night and radio lights' dimmer switch is turned on, gear lights will automatically dim.

On aircraft equipped with the backup gear extender, the yellow **AUTO EXT OFF** light immediately below the gear selector switch flashes whenever the emergency gear lever is in the **OVERRIDE ENGAGED** position.

When the Emergency Landing Gear Extension Procedure (Paragraph 3.27) is performed for training purposes, the following changes must be made to the procedure in order to prevent the hydraulic pump from activating during the procedure. On aircraft equipped with the backup gear extender, the landing gear selector must be left in the **UP** position until all gear position indicators are green. On aircraft which do **NOT** have the backup gear extender, a pull type **LANDING GEAR PUMP** circuit breaker is installed and must be pulled prior to executing the emergency extension system procedure. The circuit breaker must be reset after the completion of the procedure to allow normal gear system operation.

4.41 WEIGHT AND BALANCE

It is the 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 data, refer to Section 6 (Weight and Balance).

*Approximately 103 KIAS) at any altitude, power off.

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PERFORMANCE

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**SECTION 5
PERFORMANCE**

5.1 GENERAL

All of the required (FAA regulations) and complementary performance information applicable to the Cherokee Lance is provided by this section.

Performance information associated with those optional systems and equipment which require hand-book supplements is provided in Section 9 (Supplements).

5.3 INTRODUCTION TO PERFORMANCE AND FLIGHT PLANNING

The performance information presented in this section is based on measured Flight Test Data corrected to I.C.A.O. standard day conditions and analytically expanded for the various parameters of weight, altitude, temperature, etc.

The performance charts are unfactored and do not make any allowance for varying degrees of pilot proficiency or mechanical deterioration of the aircraft. This performance, however, can be duplicated by following the stated procedures in a properly maintained airplane.

Effects of conditions not considered on the charts must be evaluated by the pilot, such as the effect of soft or grass runway surface on takeoff and landing performance, or the effect of winds aloft on cruise and rank performance. Endurance can be grossly affected by improper leaning procedures, and inflight fuel flow quantity checks are recommended.

REMEMBER! To get chart performance, follow the chart procedures.

The information provided by paragraph 5.5 (Flight Planning Example) outlines a detailed flight plan using performance charts in this section. Each chart includes its own example to show how it is used.

WARNING

Performance information derived by extrapolation beyond the limits on the charts should not be used for flight planning purposes.

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5.5 FLIGHT PLANNING EXAMPLE

(a) Aircraft Loading

The first step in planning the flight is to calculate the airplane weight and center of gravity by utilizing the information provided by Section 6 (Weight and Balance) of this handbook.

The basic empty weight for the airplane as licensed at the factory has been entered in Figure 6-5. If any alterations to the airplane have been made effecting weight and balance, reference to the aircraft logbook and Weight and Balance Record (Figure 6-7) should be made to determine the current basic empty weight of the airplane.

Make use of the Weight and Balance Loading Form (Figure 6-11) and the C.G. Range and Weight graph (Figure 6-15) to determine the total weight of the airplane and the center of gravity position.

After proper utilization of the information provided the following weights should be considered in the flight planning example.

The landing weight cannot be determined until the weight of the fuel to be used has been established [refer to item (g) (1)].

(1) Basic Empty Weight	2100 lbs.
(2) Occupants (6 x 170 lbs)	1020 lbs.
(3) Baggage and Cargo	60 lbs.
(4) Fuel (6 lb/gal x 50)	300 lbs.
(5) Takeoff Weight	3480 lbs.
(6) Landing Weight	
(a)(5) minus (g)(1), (3480 lbs. minus 90 lbs.)	3390 lbs.

The takeoff weight is below the maximum of 3600 lbs. and the weight and balance calculations have determined the C.G. position within the approved limits.

(b) Takeoff and Landing

Now that the aircraft loading has been determined, all aspects of the takeoff and landing must be considered.

All of the existing conditions at the departure and destination airport must be acquired, evaluated and maintained throughout the flight.

Apply the departure airport conditions and takeoff weight to the appropriate Takeoff Performance and Takeoff Ground Roll graph (Figures 5-7, 5-9, 5-11 and 5-13) to determine the length of runway necessary for takeoff and/or the barrier distance.

The landing distance calculations are performed in the same manner using the existing conditions at the destination airport and, when established, the landing weight.

The conditions and calculations for the example flight are listed below. The takeoff and landing distances required for the example flight have fallen well below the available runway lengths.

	Departure Airport	Destination Airport
(1) Pressure Altitude	1200 ft.	400 ft.
(2) Temperature	60°F	75°F
(3) Wind Component	10 KTS	0 KTS
(4) Runway Length Available	3000 ft.	4600 ft.
(5) Runway Required	2240 ft.*	1680 ft.**

NOTE

The remainder of the performance charts used in this flight plan example assume a no wind condition. The effect of winds aloft must be considered by the pilot when computing climb, cruise and descent performance.

(c) Climb

The next step in the flight plan example is to determine the necessary climb segment components.

The desired cruise pressure altitude and corresponding cruise outside air temperature values are the first variables to be considered in determining the climb components from the Fuel, Distance, and Time to Climb graph (Figure 5-19). After the fuel, distance and time for the cruise pressure altitude and outside air temperature values have been established, apply the existing conditions at the departure field to graph (Figure 5-19). Now, subtract the values obtained from the graph for the field of departure conditions from those for the cruise pressure altitude.

The remaining values are the true fuel, distance and time components for the climb segment of the flight plan corrected for field altitude and temperature.

The following values were determined from the above instructions in the flight planning example.

(1) Cruise Pressure Altitude	6000 ft.
(2) Cruise OAT	42°F
(3) Time to Climb (8 min. minus 1.5 min.)	6.5 min.***
(4) Distance to Climb (14 nautical miles minus 3 nautical miles)	11 nautical miles***
(5) Fuel to Climb (3.2 gal. minus 0.4 gal.)	2.8 gal.***

*reference Figure 5-13

**reference Figure 5-35

***reference Figure 5-19

(d) Descent

The descent data will be determined prior to the cruise data to provide the descent distance for establishing the total cruise distance.

Utilizing the cruise pressure altitude and OAT, determine the basic fuel, distance and time for descent (Figure 5-31). These figures must be adjusted for the field pressure altitude and temperature at the destination airport. To find the necessary adjustment values, use the existing pressure altitude and temperature conditions at the destination airport as variables to find the fuel, distance and time values from the graph (Figure 5-31). Now, subtract the values obtained from the field conditions from the values obtained from the cruise conditions to find the true fuel, distance and time values needed for the flight plan.

The values obtained by proper utilization of the graphs for the descent segment of the example are shown below.

(1) Time to Descent (12.5 min. minus 2.5 min.)	10 min.*
(2) Distance to Descend (33 nautical miles minus 7 nautical miles)	26 nautical miles*
(3) Fuel to Descend (4 gal. minus 1 gal.)	3 gal.*

(e) Cruise

Using the total distance to be traveled during the flight, subtract the previously calculated distance to climb and distance to descend to establish the total cruise distance. Refer to the appropriate Avco Lycoming Operator's Manual and the Power Setting Table (Figure 5-21) when selecting the cruise power setting. The established pressure altitude and temperature values and the selected cruise power should now be utilized to determine the true airspeed from the appropriate Speed Power graph (Figure 5-23 or 5-25).

Calculate the cruise fuel flow for the cruise power setting from the information provided by the Avco Lycoming Operator's Manual.

The cruise time is found by dividing the cruise distance by the cruise speed and the cruise fuel is found by multiplying the cruise fuel flow by the cruise time.

The cruise calculations established for the cruise segment of the flight planning example are as follows:

(1) Total Distance	130 nautical miles
(2) Cruise Distance	
(e)(1) minus (c)(4) minus (d)(2), (130 nautical miles minus 11 nautical miles minus 26 nautical miles)	93 nautical miles
(3) Cruise Power	65% rated power
(4) Cruise Speed	142 KTS TAS**
(5) Cruise Fuel Consumption	13.8 GPH
(6) Cruise Time	
(e)(2) divided by (e)(4), (93 nautical miles divided by 142 KTS)	.66 hrs. (40 min.)
(7) Cruise Fuel	
(e)(5) multiplied by (e)(6), (13.8 GPH multiplied by .66 hrs.)	9.11 gal.

*reference Figure 5-31

**reference Figure 5-25

(f) Total Flight Time

The total flight time is determined by adding the time to climb, the time to descend and the cruise time. Remember! The time values taken from the climb and descent graphs are in minutes and must be converted to hours before adding them to the cruise time.

The following flight time is required for our flight planning example.

(1) Total Flight Time
(c)(3) plus (d)(1) plus (e)(6), (.11 hrs. plus .17 hrs. plus .66 hrs.)
(6.5 min. plus 10 min. plus 40 min.) 56.5 min.

(g) Total Fuel Required

Determine the total fuel required by adding the fuel to climb, the fuel to descend and the cruise fuel. When the total fuel (in gallons) is determined, multiply this value by 6 lb/gal to determine the total fuel weight used for the flight.

The total fuel calculations for our example flight plan are shown below.

(1) Total Fuel Required
(c)(5) plus (d)(3) plus (e)(7), (2.8 gal. plus 3.0 gal. plus 9.11 gal.) 14.91 gal.
14.91 gal. multiplied by 6 lb/gal.) 90 lbs.

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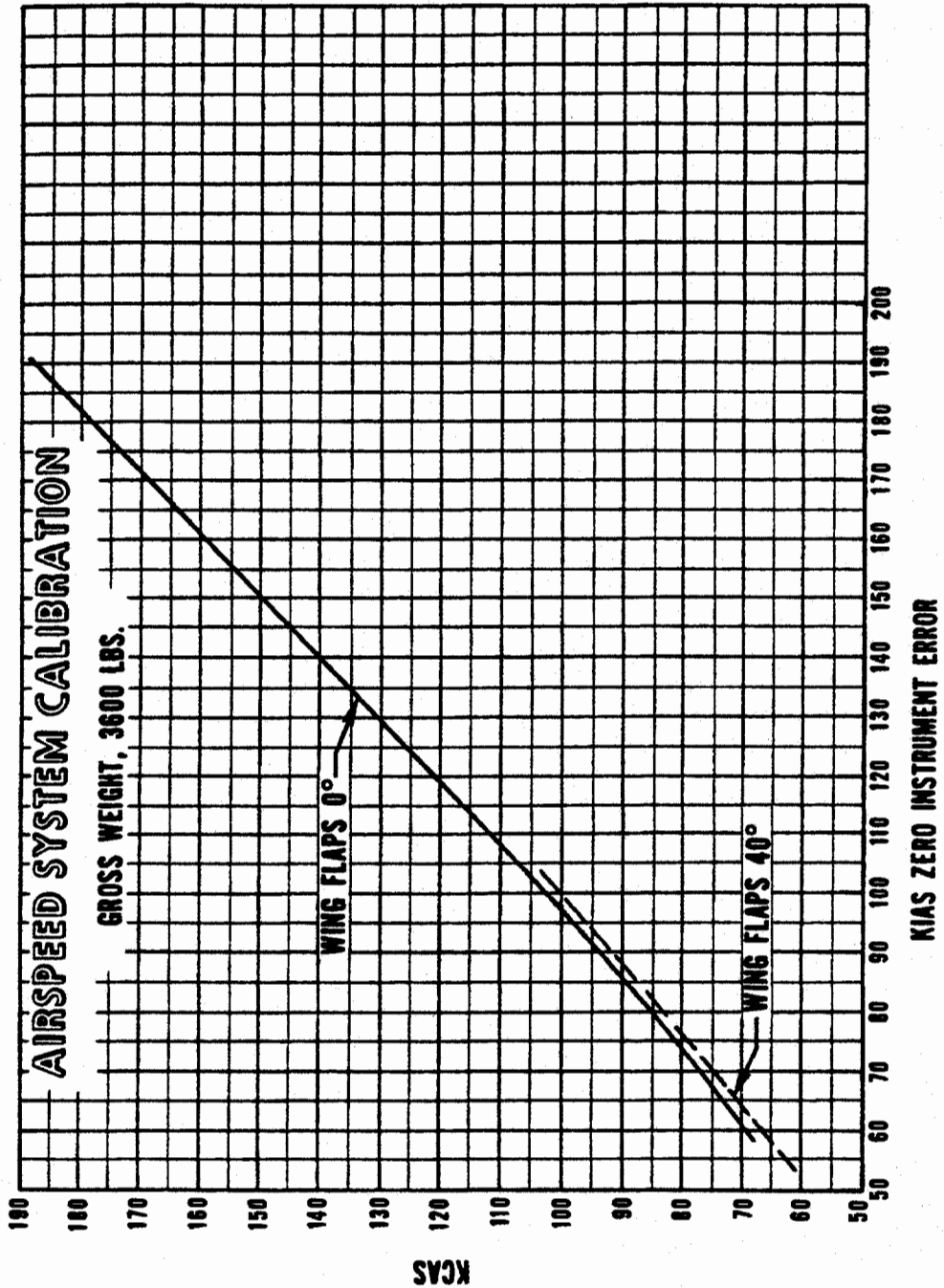
5.7 PERFORMANCE GRAPHS

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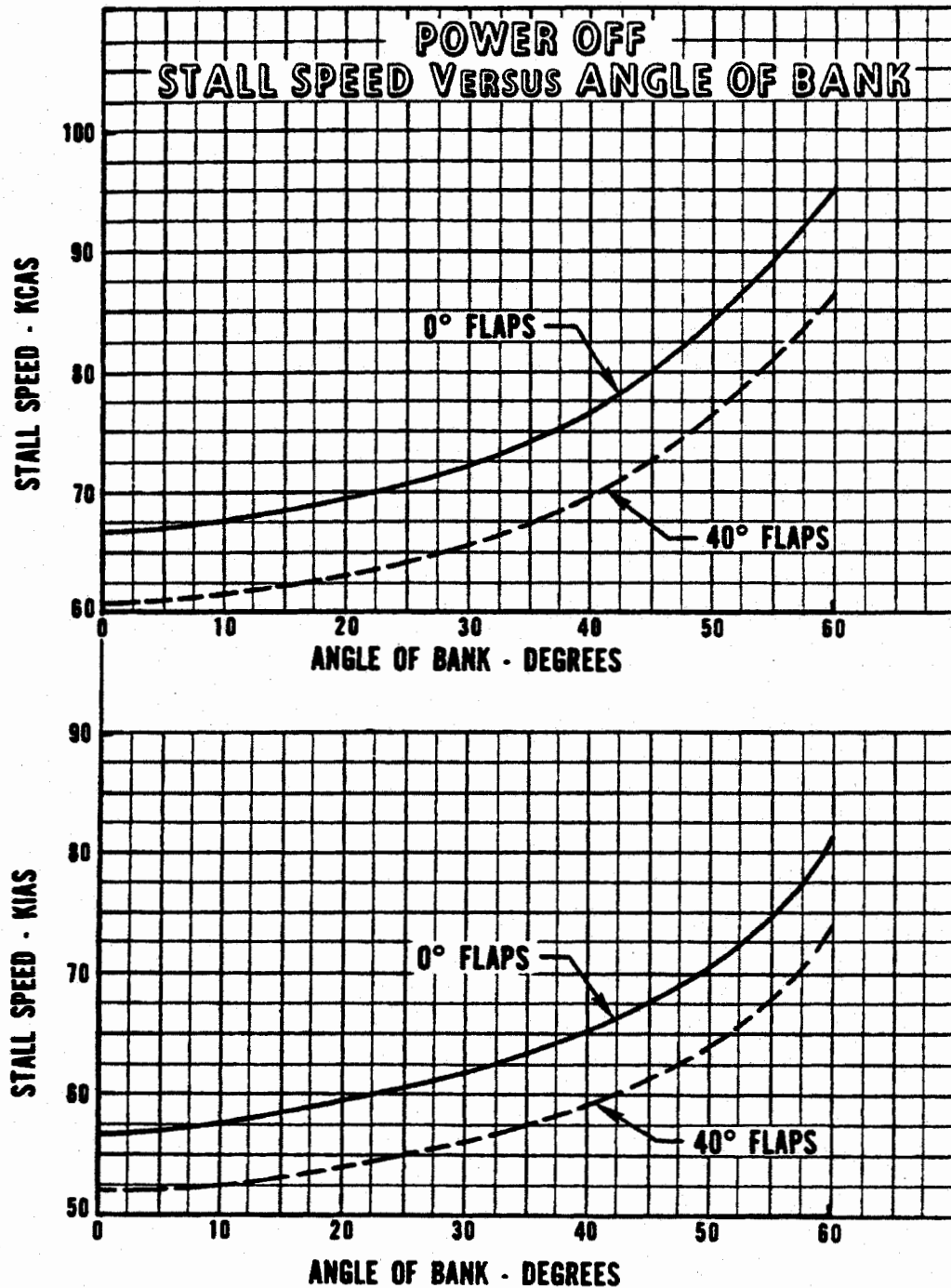


AIRSPEED SYSTEM CALIBRATION

Figure 5-1

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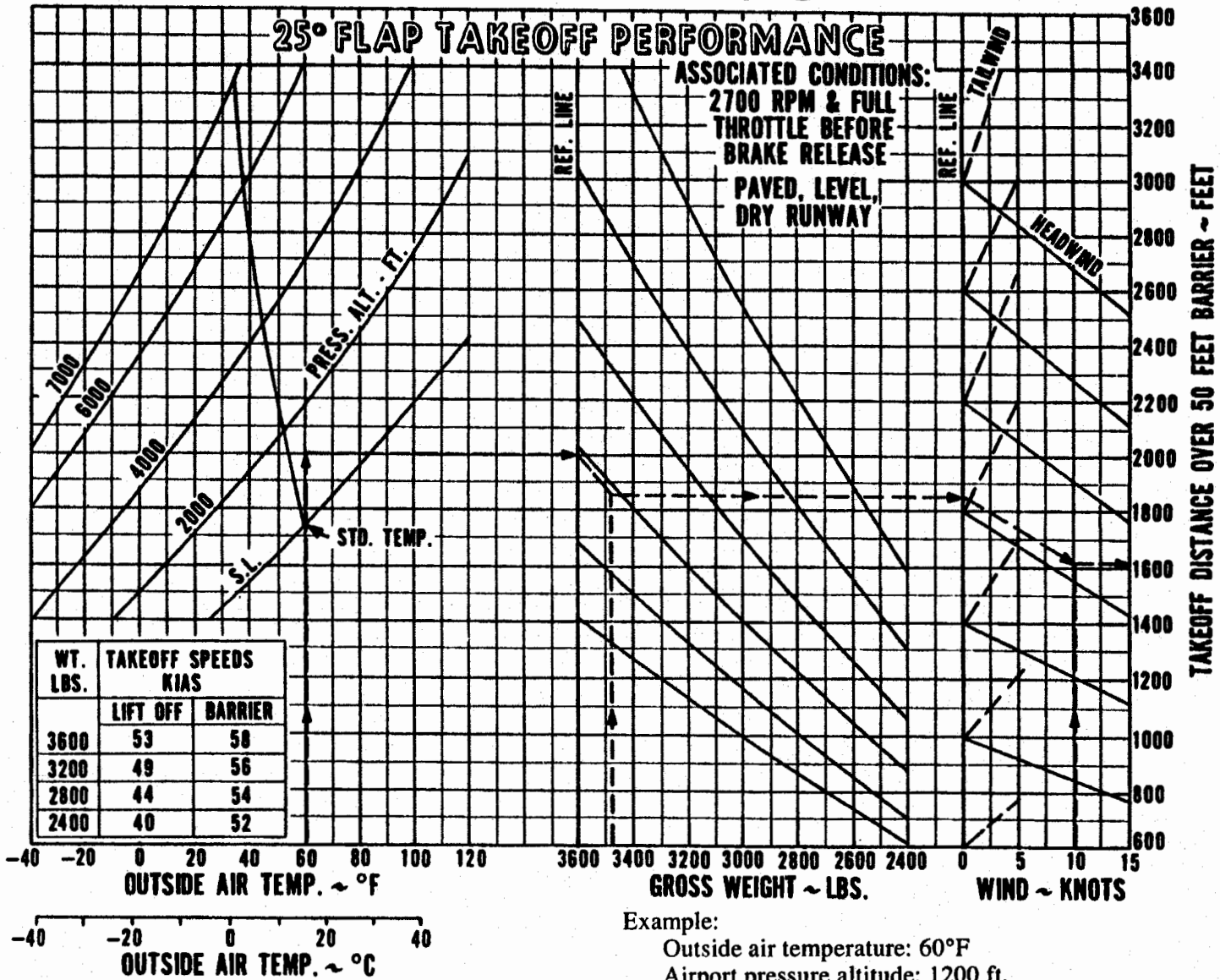
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STALL SPEEDS

Figure 5-5

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25° FLAPS TAKEOFF PERFORMANCE

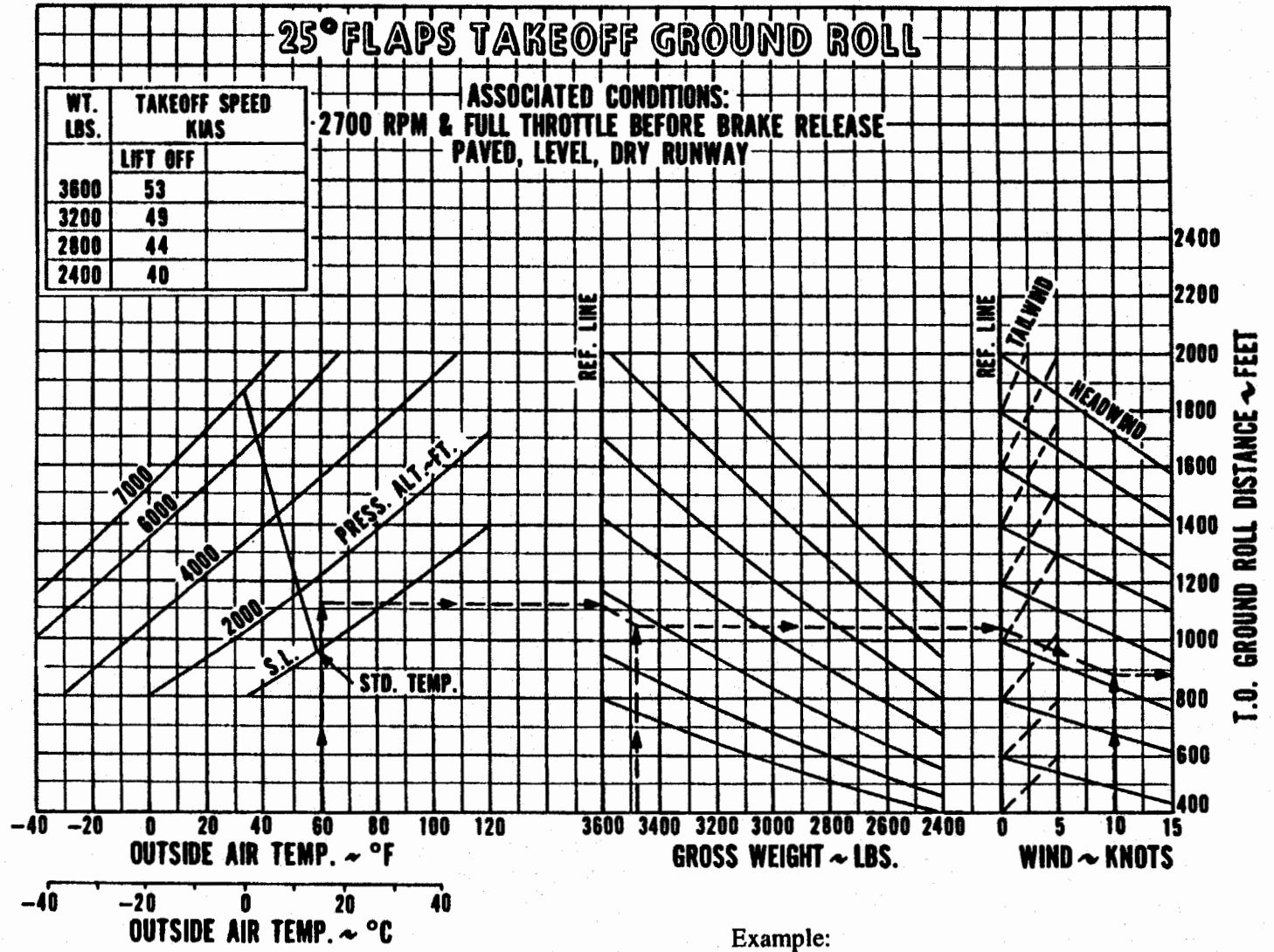
Figure 5-7

PA-32R-300

25° FLAPS TAKEOFF GROUND ROLL

WT. LBS.	TAKEOFF SPEED KIAS	
	LIFT OFF	
3600	53	
3200	49	
2800	44	
2400	40	

ASSOCIATED CONDITIONS:
2700 RPM & FULL THROTTLE BEFORE BRAKE RELEASE
PAVED, LEVEL, DRY RUNWAY

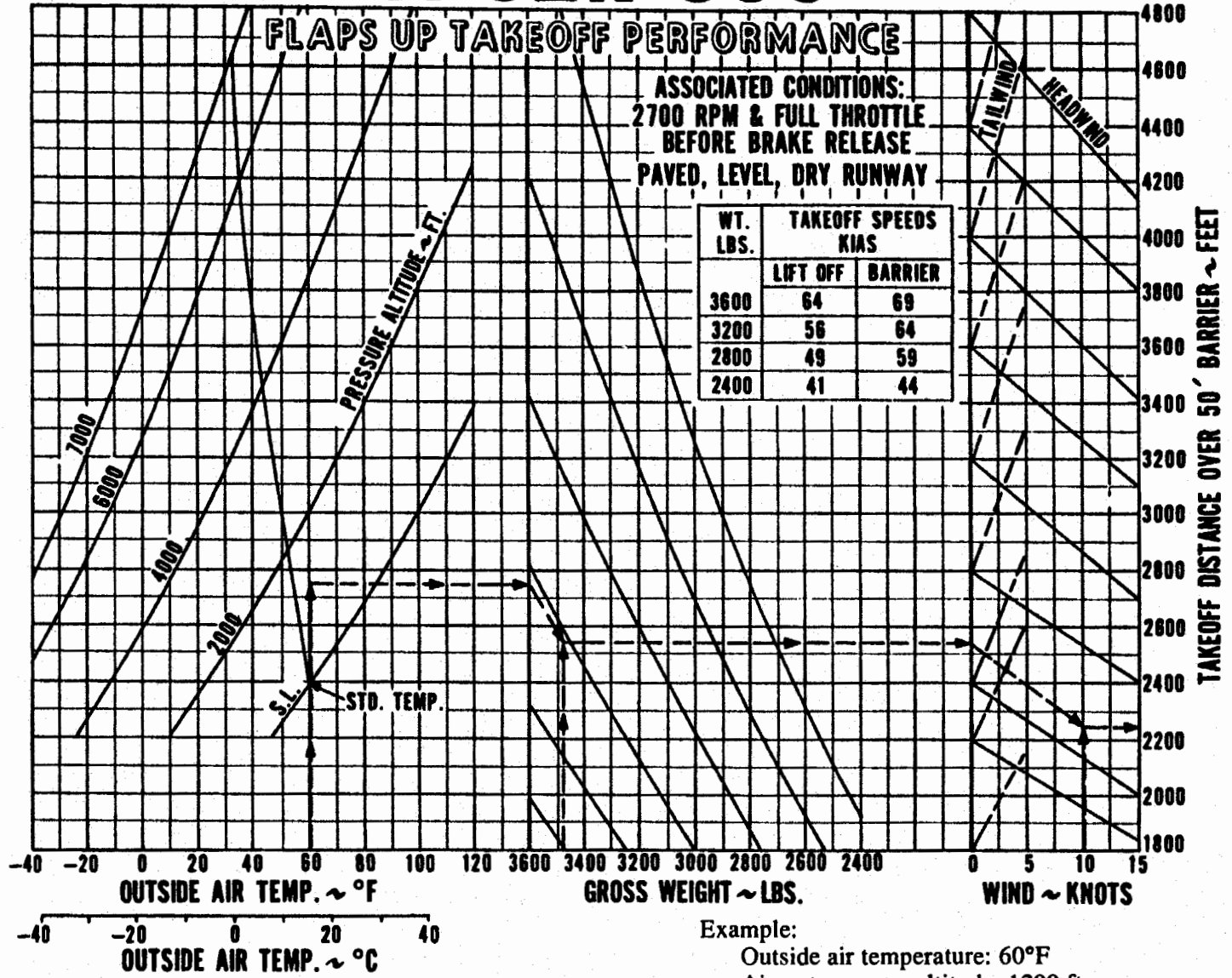


Example:
 Outside air temperature: 60°F
 Airport pressure altitude: 1200 ft.
 Gross weight: 3480 lbs.
 Wind component: 10 knots headwind
 Takeoff ground roll distance: 880 ft.

25° FLAPS TAKEOFF GROUND ROLL

Figure 5-9

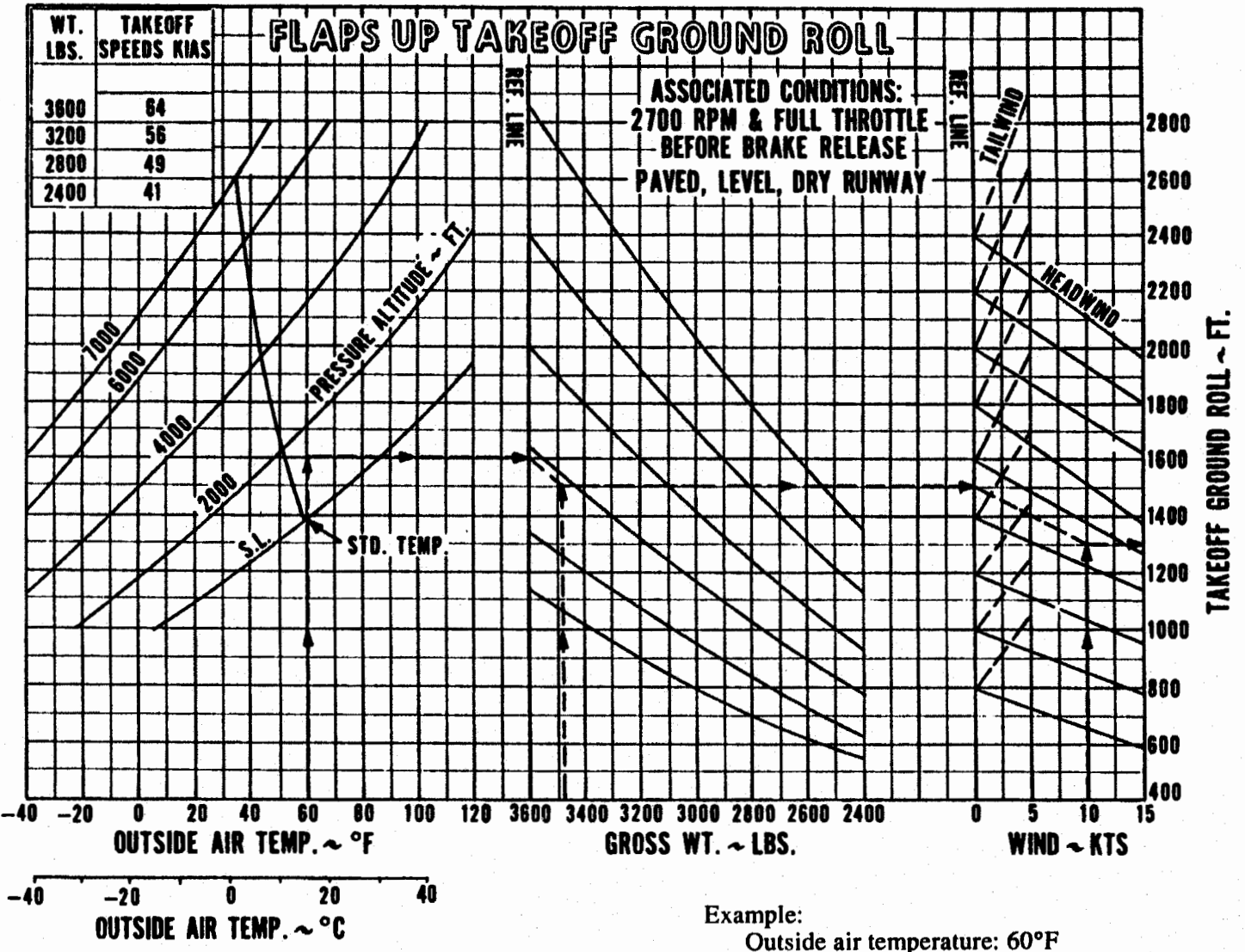
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FLAPS UP TAKEOFF PERFORMANCE

Figure 5-11

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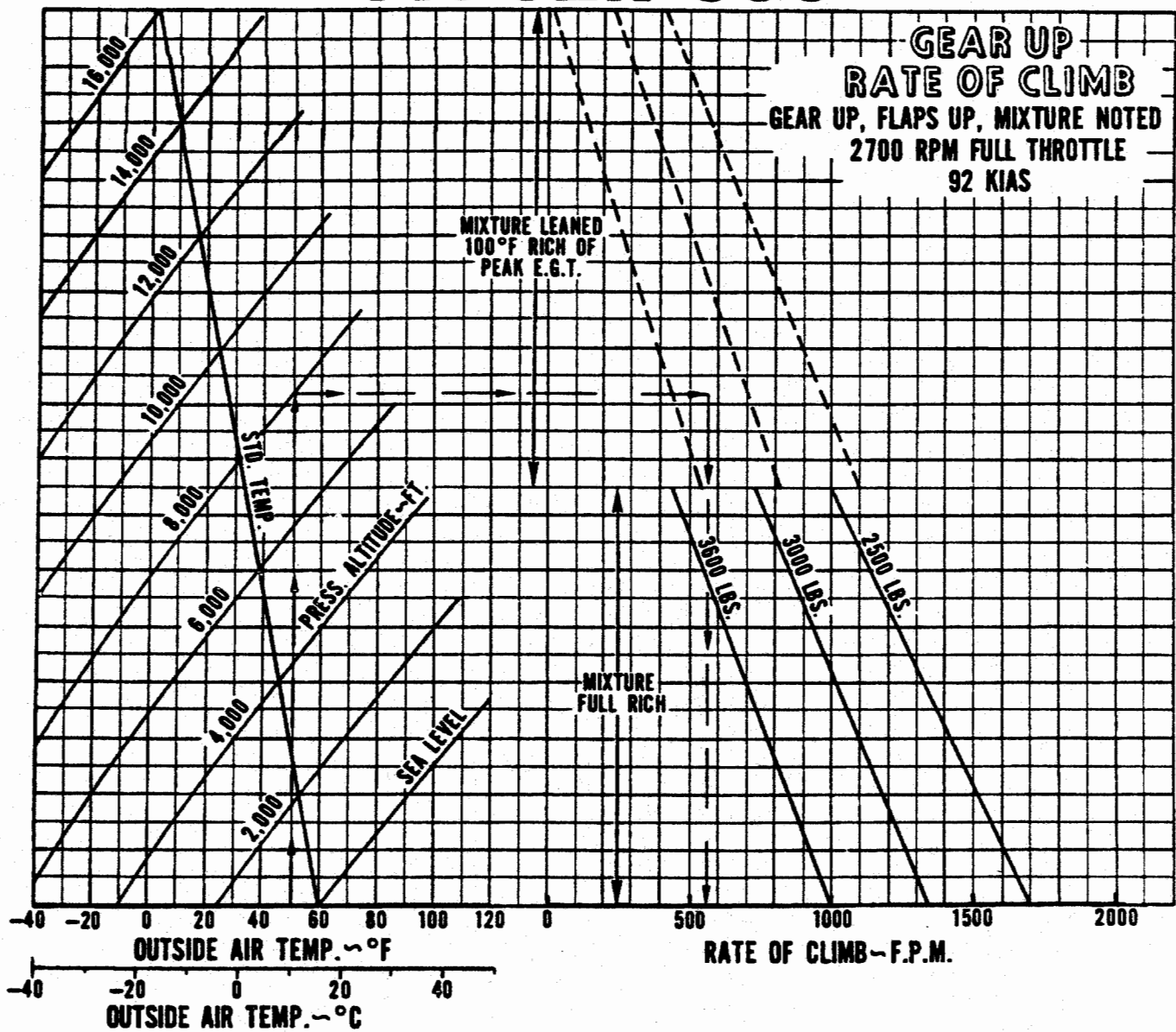


Example:
 Outside air temperature: 60°F
 Airport pressure altitude: 1200 ft.
 Gross weight: 3480 lbs.
 Wind component: 10 knots headwind
 Takeoff ground roll distance: 1300 ft.

FLAPS UP TAKEOFF GROUND ROLL

Figure 5-13

PA-32R-300



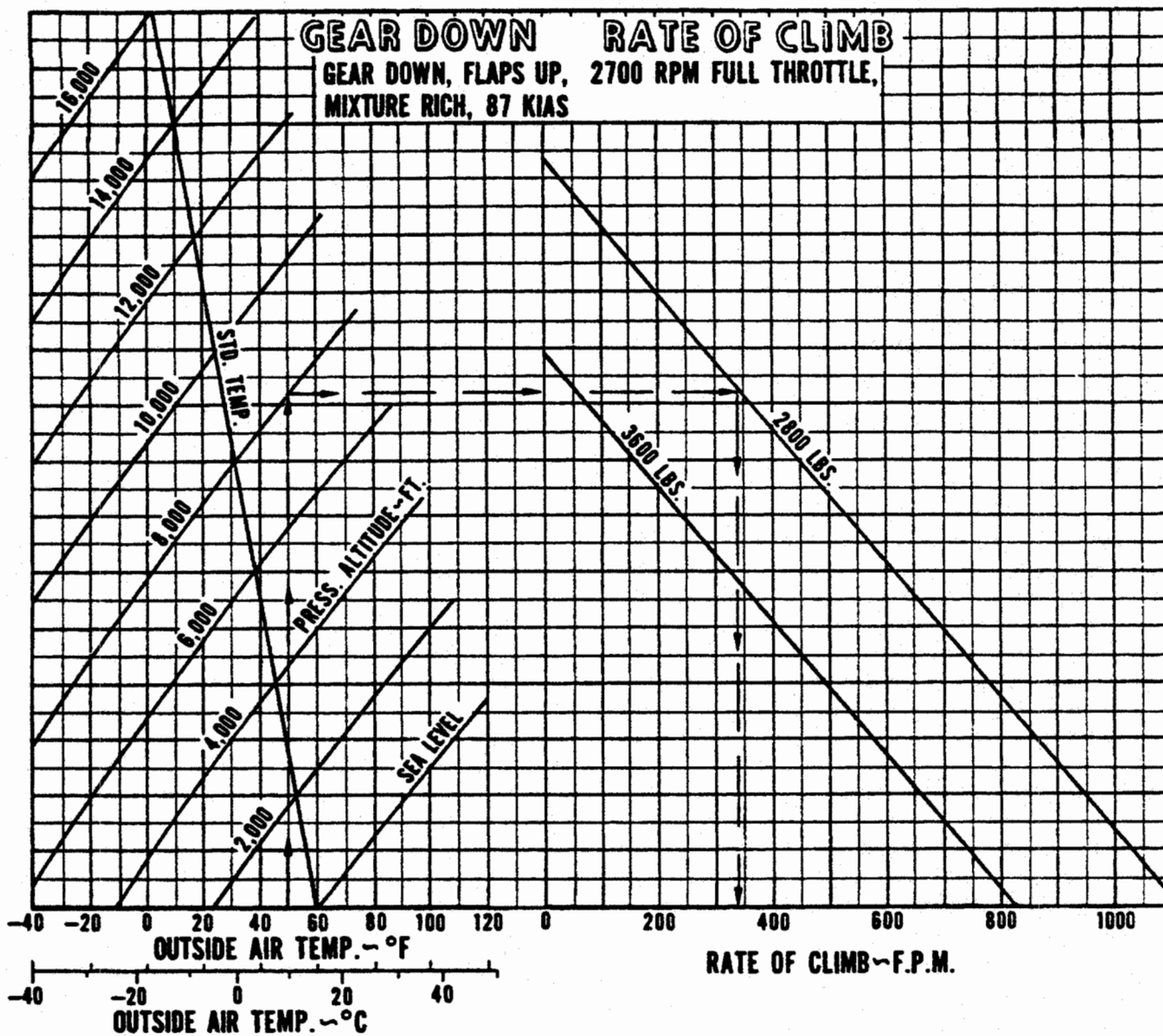
Example:

Climb pressure altitude: 8000 ft.
Outside air temperature: 50°F
Gross weight: 3400 lbs.
Rate of climb: 570 F.P.M.

GEAR UP RATE OF CLIMB

Figure 5-15

PA-32R-300



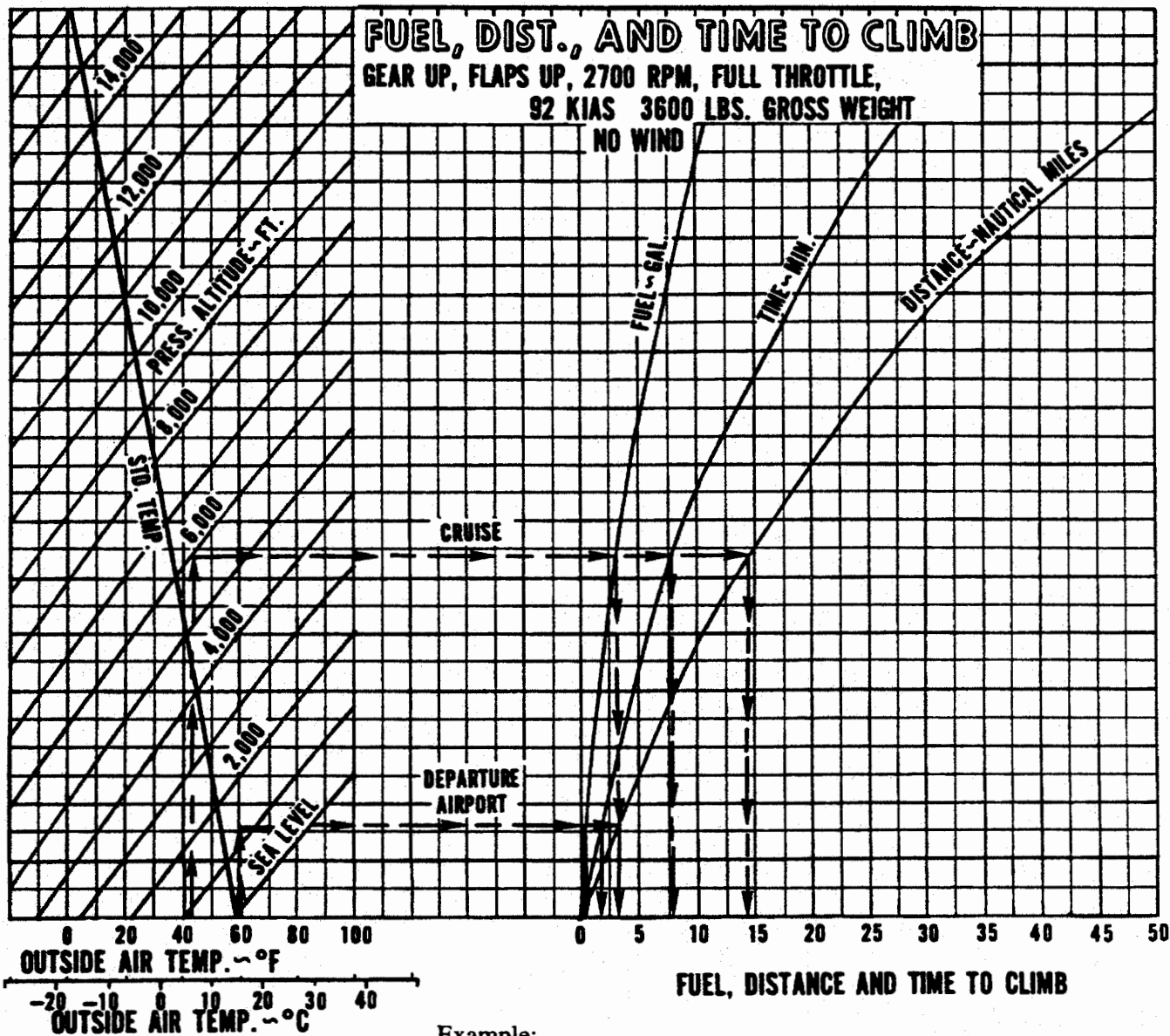
Example:

Climb pressure altitude: 8000 ft.
Outside air temperature: 50°F
Gross weight: 2800 lbs.
Rate of climb: 340 F.P.M.

GEAR DOWN RATE OF CLIMB

Figure 5-17

PA-32R-300



Example:

Departure airport pressure altitude: 1200 ft.

Departure airport temperature: 60°F

Cruise pressure altitude: 6000 ft.

Cruise OAT: 42°F

Time to climb: (8 min. minus 1.5 min.) = 6.5 min.

Distance to climb: (14 miles minus 3 miles) = 11 nautical miles

Fuel to climb: (3.2 gal. minus 0.4 gal.) = 2.8 gal.

FUEL, DISTANCE AND TIME TO CLIMB

Figure 5-19

POWER SETTING TABLE — LYCOMING MODEL IO-540-K, -L, -M SERIES, 300 HP ENGINE

Press. Alt Feet	Std Alt Temp °F	135 HP - 45% RATED RPM AND MAN. PRESS.				165 HP—55% Rated RPM AND MAN. PRESS.				195 HP - 65% Rated RPM AND MAN. PRESS.				225 HP - 75% Rated RPM AND MAN. PRESS.		
		2100	2200	2300	2400	2100	2200	2300	2400	2100	2200	2300	2400	2200	2300	2400
SL	59	19.0	18.5	18.0	17.6	22.5	21.8	21.2	20.7	25.6	24.7	23.8	23.2	27.6	26.6	25.8
1,000	55	18.8	18.3	17.8	17.4	22.3	21.6	21.0	20.5	25.3	24.4	23.5	22.9	27.3	26.3	25.5
2,000	52	18.6	18.1	17.6	17.2	22.1	21.4	20.7	20.2	25.1	24.2	23.3	22.7	27.1	26.1	25.2
3,000	48	18.4	17.9	17.4	17.0	21.9	21.2	20.5	20.0	24.8	23.9	23.0	22.5	26.8	25.8	24.9
4,000	45	18.25	17.75	17.2	16.8	21.7	21.0	20.3	19.8	24.6	23.7	22.8	22.2	26.5	25.6	24.6
5,000	41	18.1	17.6	17.0	16.6	21.5	20.8	20.1	19.6	24.3	23.5	22.5	22.0	—	25.3	24.4
6,000	38	17.9	17.4	16.8	16.4	21.3	20.6	19.8	19.3	24.0	23.2	22.3	21.7	—	25.0	24.1
7,000	34	17.7	17.2	16.6	16.25	21.0	20.4	19.6	19.1	23.7	22.9	22.0	21.5	—	—	23.8
8,000	31	17.5	17.0	16.5	16.1	20.8	20.2	19.4	18.9	—	22.5	21.8	21.2	—	—	—
9,000	27	17.3	16.8	16.3	15.9	20.6	20.0	19.2	18.6	—	—	21.5	21.0	—	—	—
10,000	23	17.1	16.6	16.1	15.75	20.4	19.8	19.0	18.4	—	—	21.2	20.7	—	—	—
11,000	19	16.9	16.4	15.9	15.6	20.2	19.6	18.7	18.2	—	—	—	20.4	—	—	—
12,000	16	16.75	16.25	15.75	15.4	20.0	19.4	18.5	18.0	—	—	—	—	—	—	—
13,000	12	16.6	16.0	15.6	15.2	—	19.2	18.3	17.7	—	—	—	—	—	—	—
14,000	9	16.4	15.8	15.4	15.0	—	—	18.0	17.3	—	—	—	—	—	—	—
15,000	5	16.2	15.7	15.2	14.8	—	—	—	16.9	—	—	—	—	—	—	—

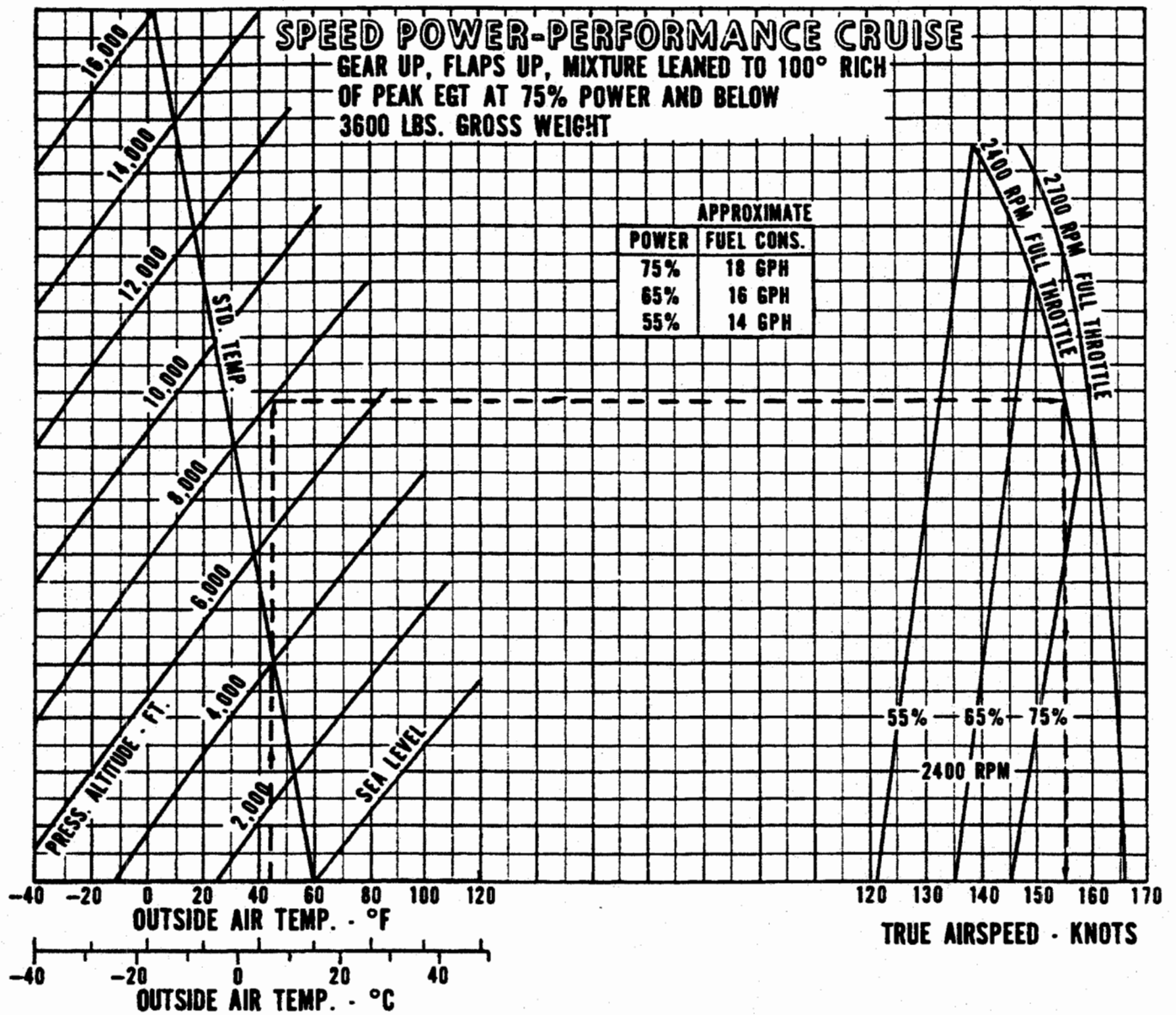
To maintain constant power, correct manifold pressure approximately 0.18" Hg for each 10°F variation in induction air temperature from standard altitude temperature. Add manifold pressure for air temperature above standard; subtract for temperature below standard.

POWER SETTING TABLE

Figure 5-21

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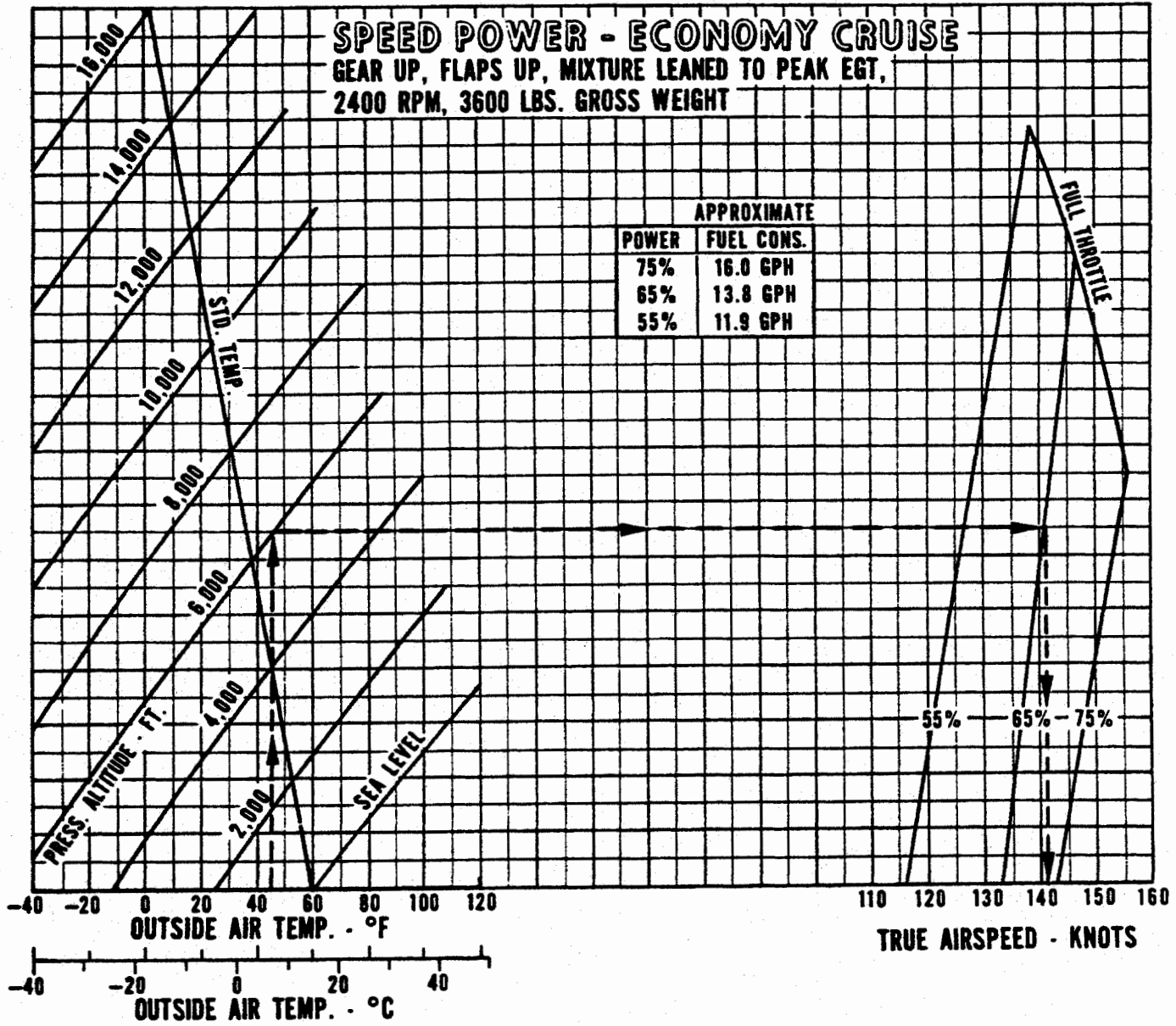


Example:
Cruise pressure altitude: 8000 ft.
Cruise OAT: 42°F
Power: Full throttle, 2400 RPM
True airspeed: 155 knots

SPEED POWER - PERFORMANCE CRUISE

Figure 5-23

PA-32R-300



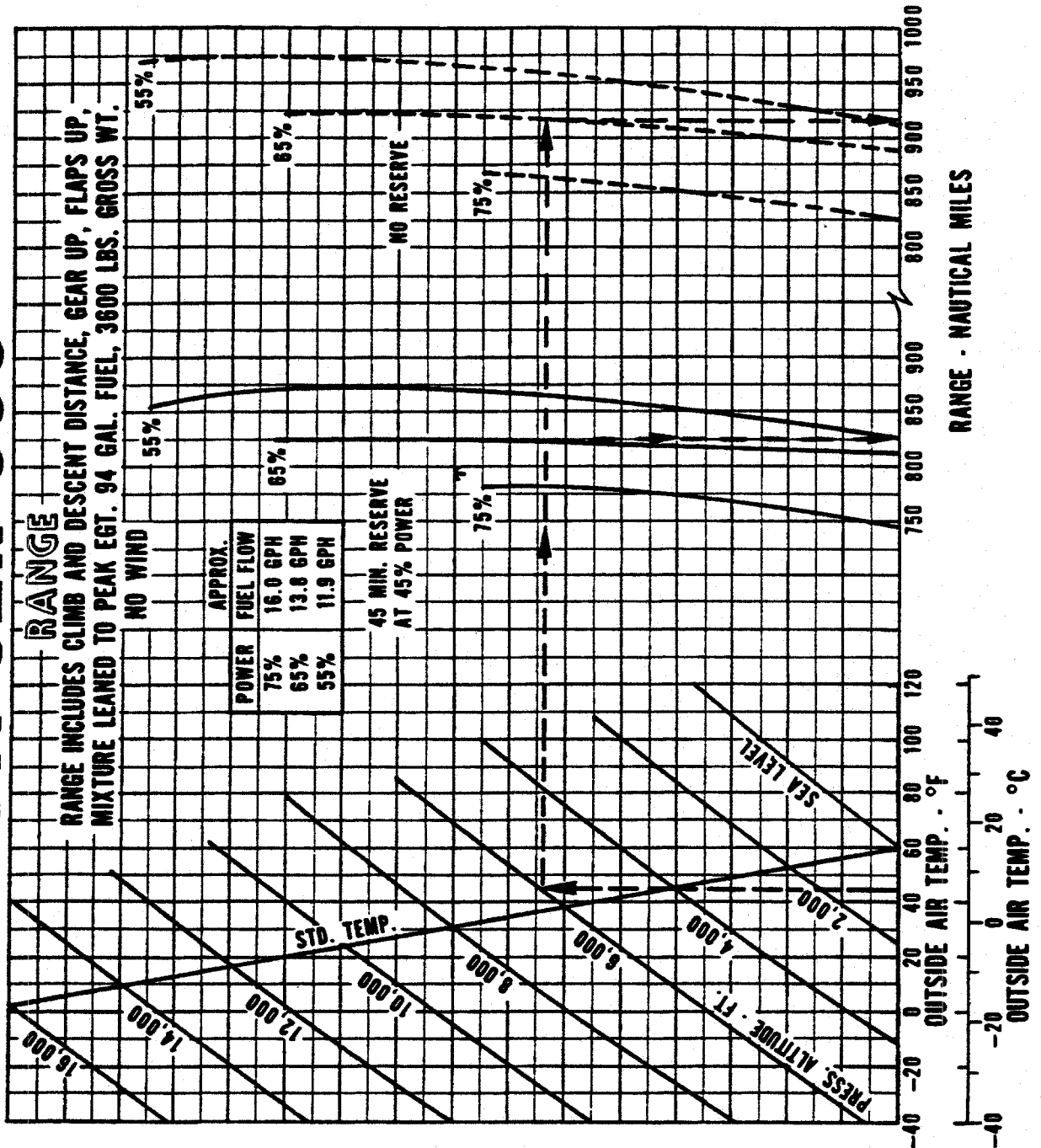
Example:

Cruise pressure altitude: 6000 ft
Cruise OAT: 42°F
Power: 65%
True airspeed: 142 knots

SPEED POWER - ECONOMY CRUISE

Figure 5-25

PA-32R-300

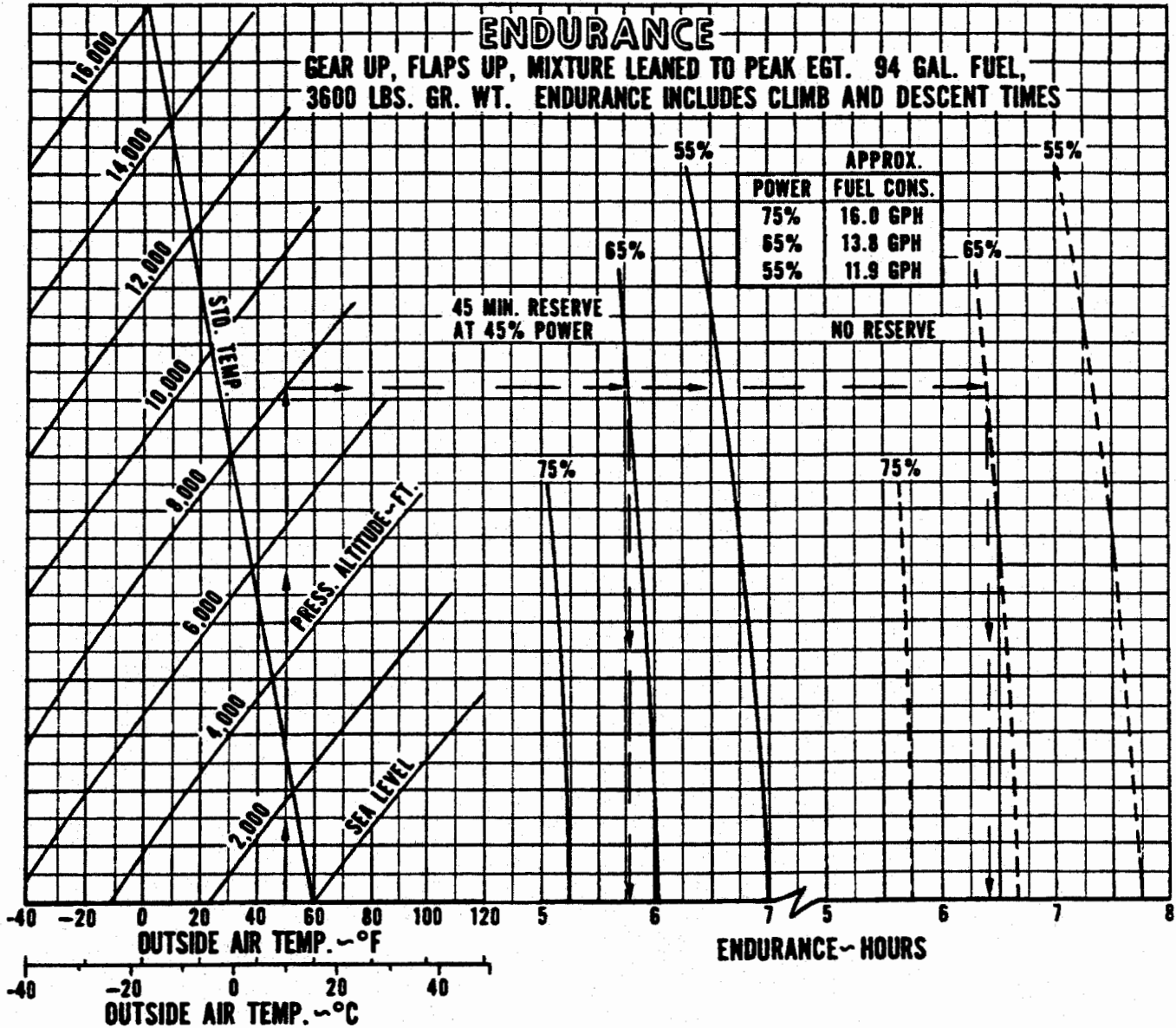


Example:

Cruise pressure altitude: 6000 ft.
Cruise OAT: 42°F
Power: 65%
Range (with reserve): 825 nautical miles
Range (no reserve): 915 nautical miles

RANGE
Figure 5-27

PA-32R-300



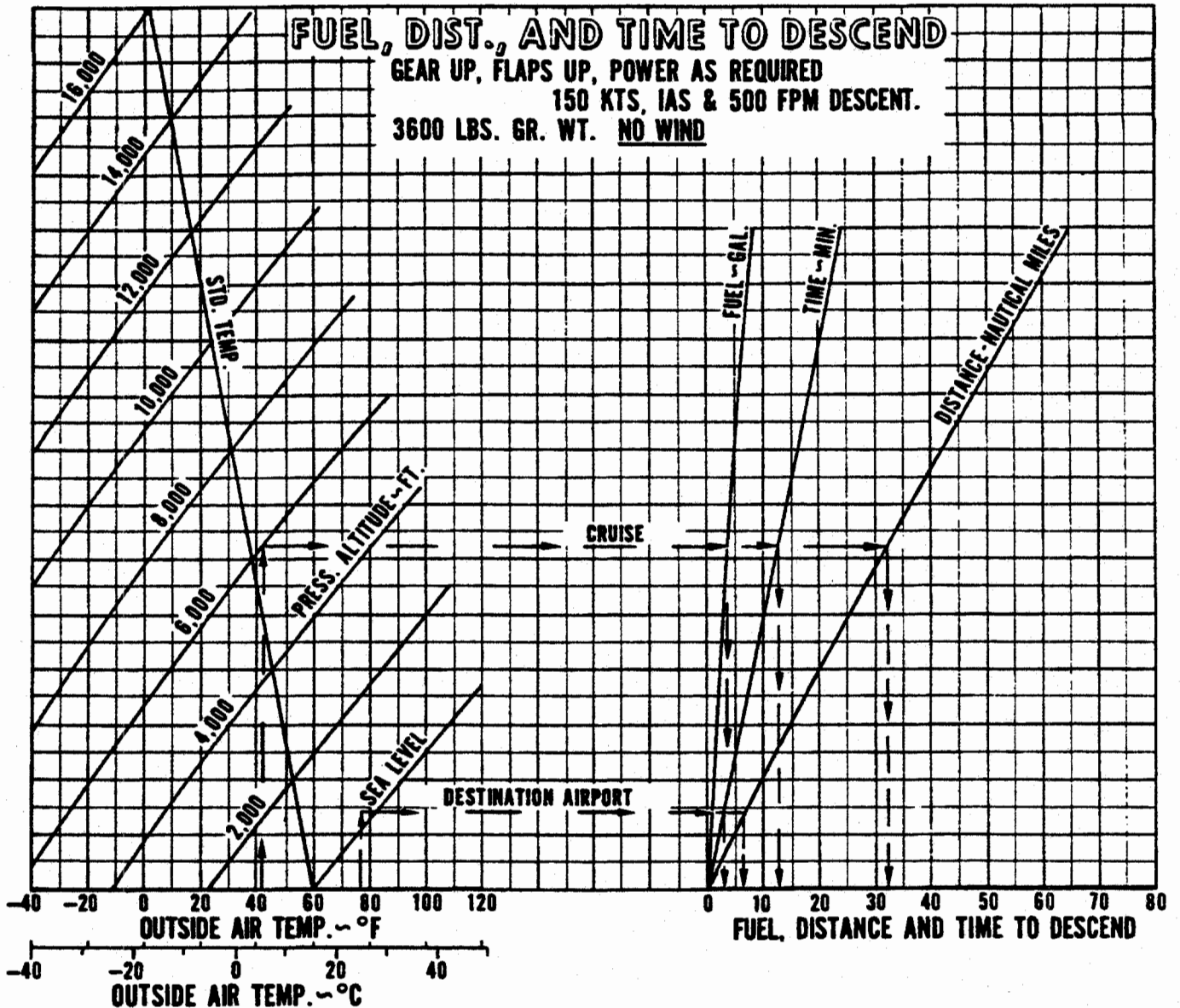
Example:

- Cruise pressure altitude: 8000 ft.
- Cruise OAT: 50°F
- Power: 65%
- Endurance (with reserve): 5.8 hours
- Endurance (no reserve): 6.4 hours

ENDURANCE

Figure 5-29

PA-32R-300



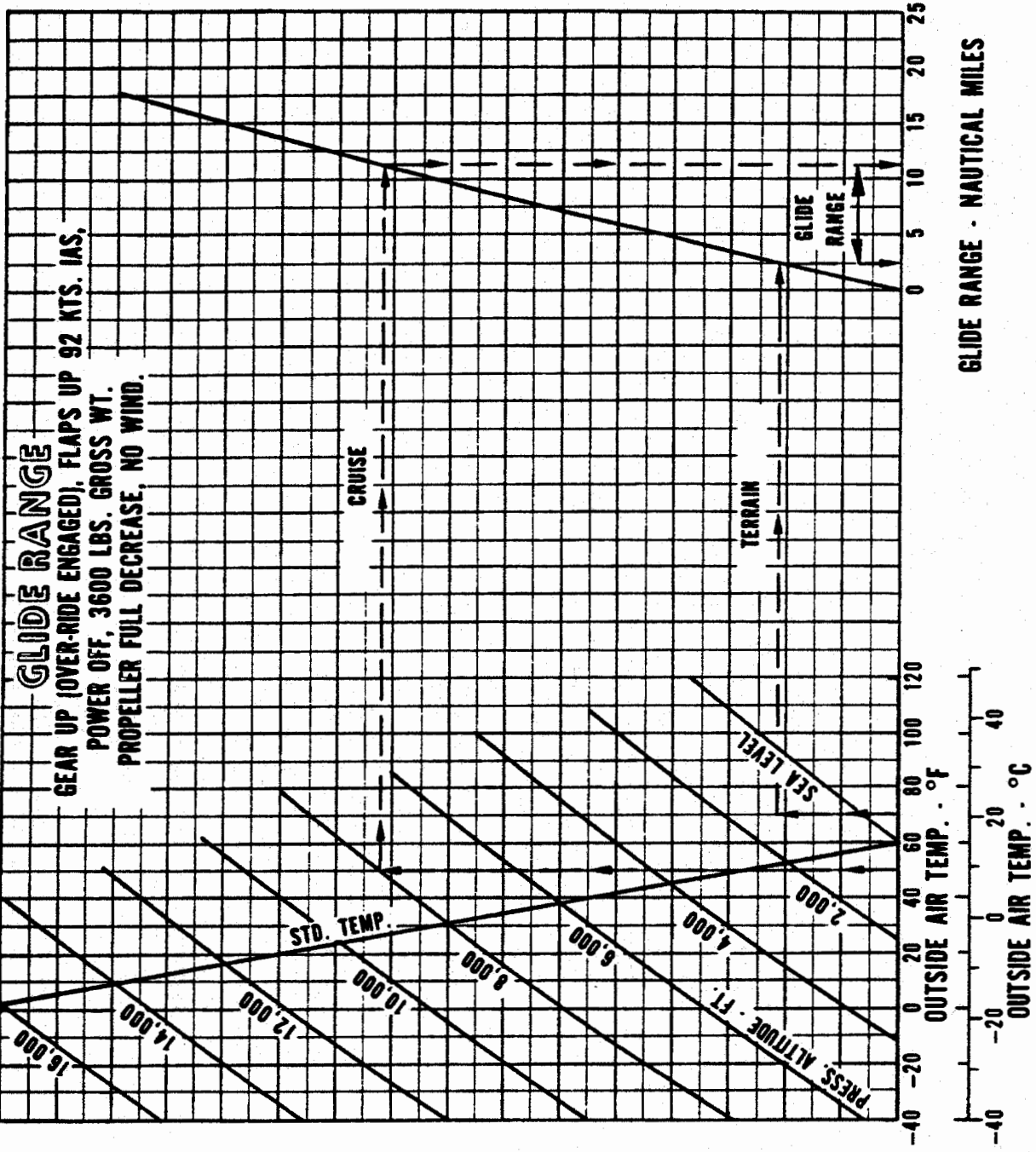
Example:

- Cruise pressure altitude: 6000 ft.
- Cruise OAT: 42°F
- Destination airport pressure altitude: 400 ft.
- Destination airport temperature: 75°F
- Fuel to descend (4 gal. minus 1 gal.) = 3 gal.
- Time to descend (12.5 min. minus 2.5 min.) = 10 min.
- Distance to descend (33 nautical miles minus 7 nautical miles) = 26 nautical miles

FUEL, DISTANCE AND TIME TO DESCEND

Figure 5-31

PA-32R-300



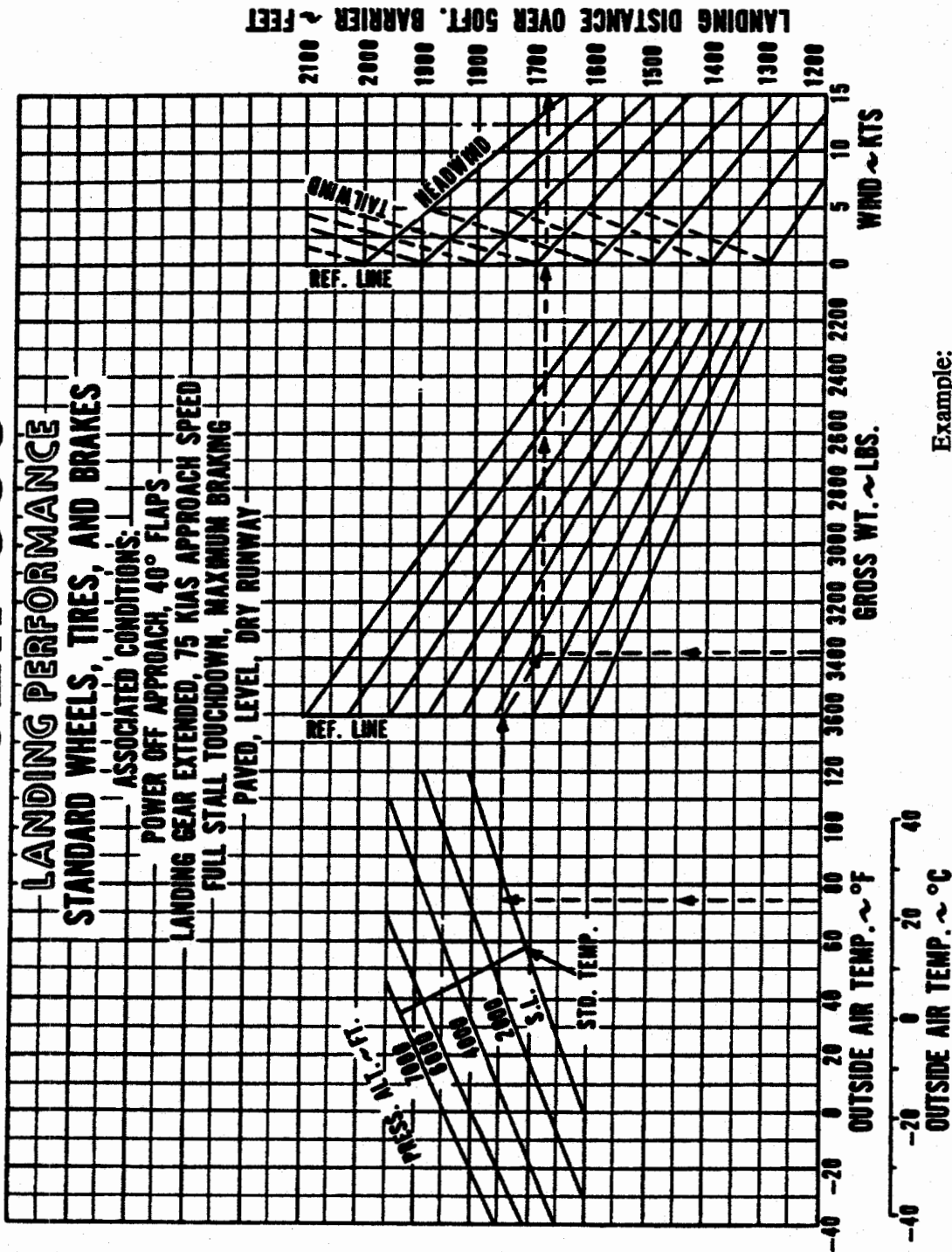
Example:

- Cruise pressure altitude: 8000 ft.
- Cruise OAT: 50°F
- Terrain pressure altitude: 1200 ft.
- Terrain temperature: 70°F
- Glide Range: (11 nautical miles minus 2.5 nautical miles) = 8.5 nautical miles

GLIDE RANGE

Figure 5-33

PA-32R-300



Example:
 Airport pressure altitude: 400 ft.
 Temperature: 75°F
 Gross weight: 3390 lbs.
 Wind component: 0 knots
 Landing distance over 50' barrier: 1680 ft.

LANDING PERFORMANCE

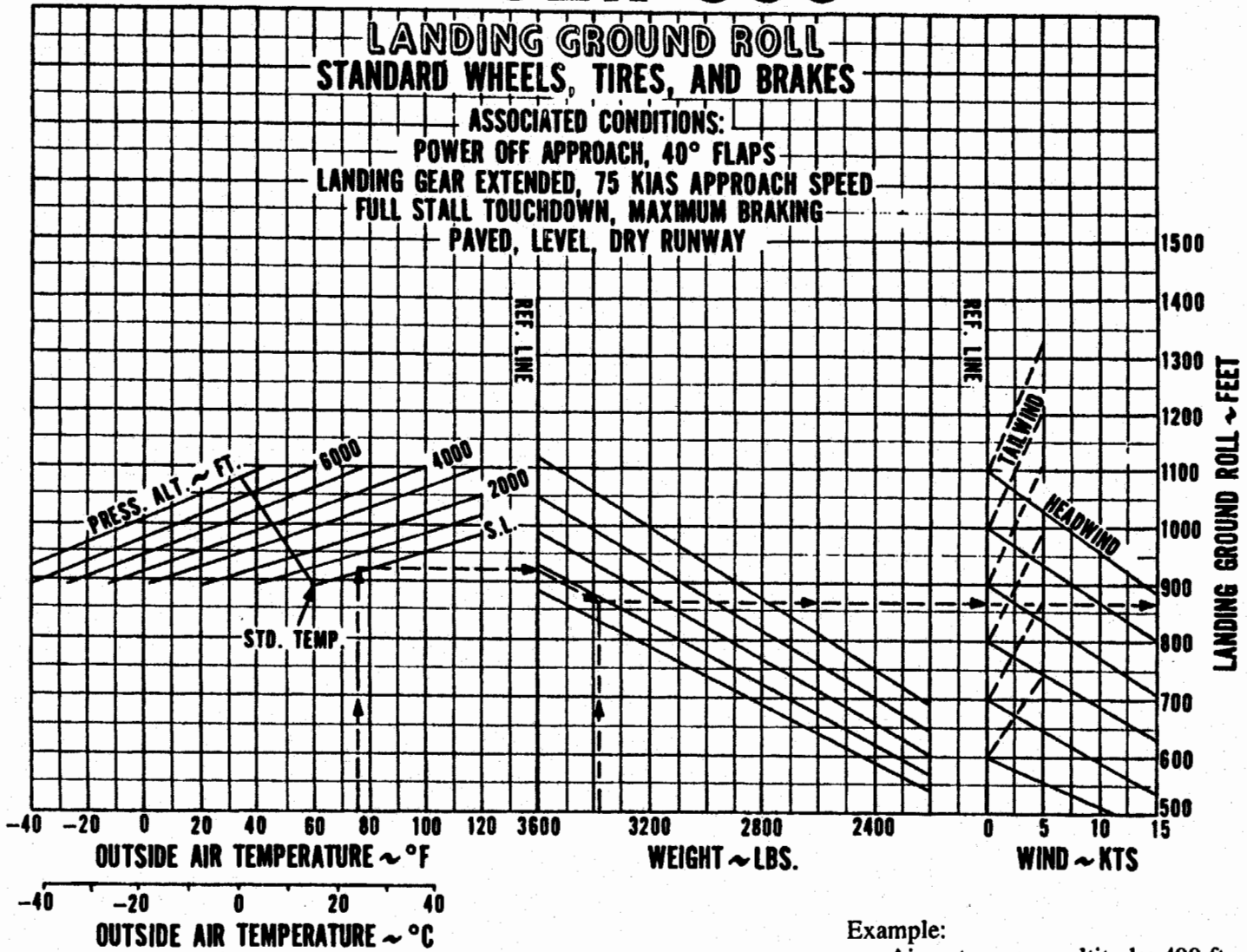
Figure 5-35

PA-32R-300

LANDING GROUND ROLL STANDARD WHEELS, TIRES, AND BRAKES

ASSOCIATED CONDITIONS:

- POWER OFF APPROACH, 40° FLAPS
- LANDING GEAR EXTENDED, 75 KIAS APPROACH SPEED
- FULL STALL TOUCHDOWN, MAXIMUM BRAKING
- PAVED, LEVEL, DRY RUNWAY



Example:

- Airport pressure altitude: 400 ft.
- Temperature: 75°F
- Gross weight: 3390 lbs.
- Ground roll: 870 ft.

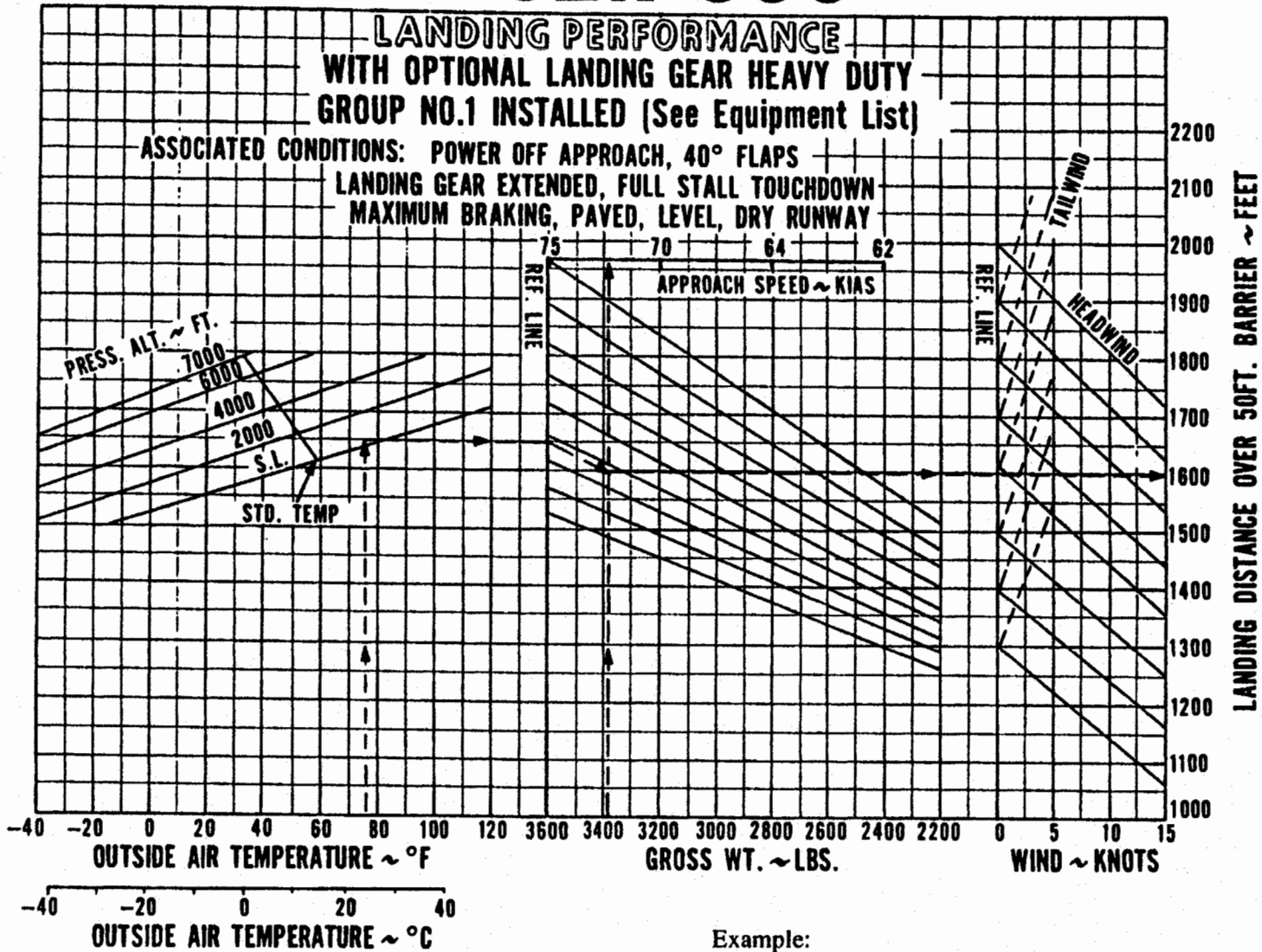
LANDING GROUND ROLL

Figure 5-37

PA-32R-300

LANDING PERFORMANCE WITH OPTIONAL LANDING GEAR HEAVY DUTY GROUP NO.1 INSTALLED (See Equipment List)

ASSOCIATED CONDITIONS: POWER OFF APPROACH, 40° FLAPS
LANDING GEAR EXTENDED, FULL STALL TOUCHDOWN
MAXIMUM BRAKING, PAVED, LEVEL, DRY RUNWAY

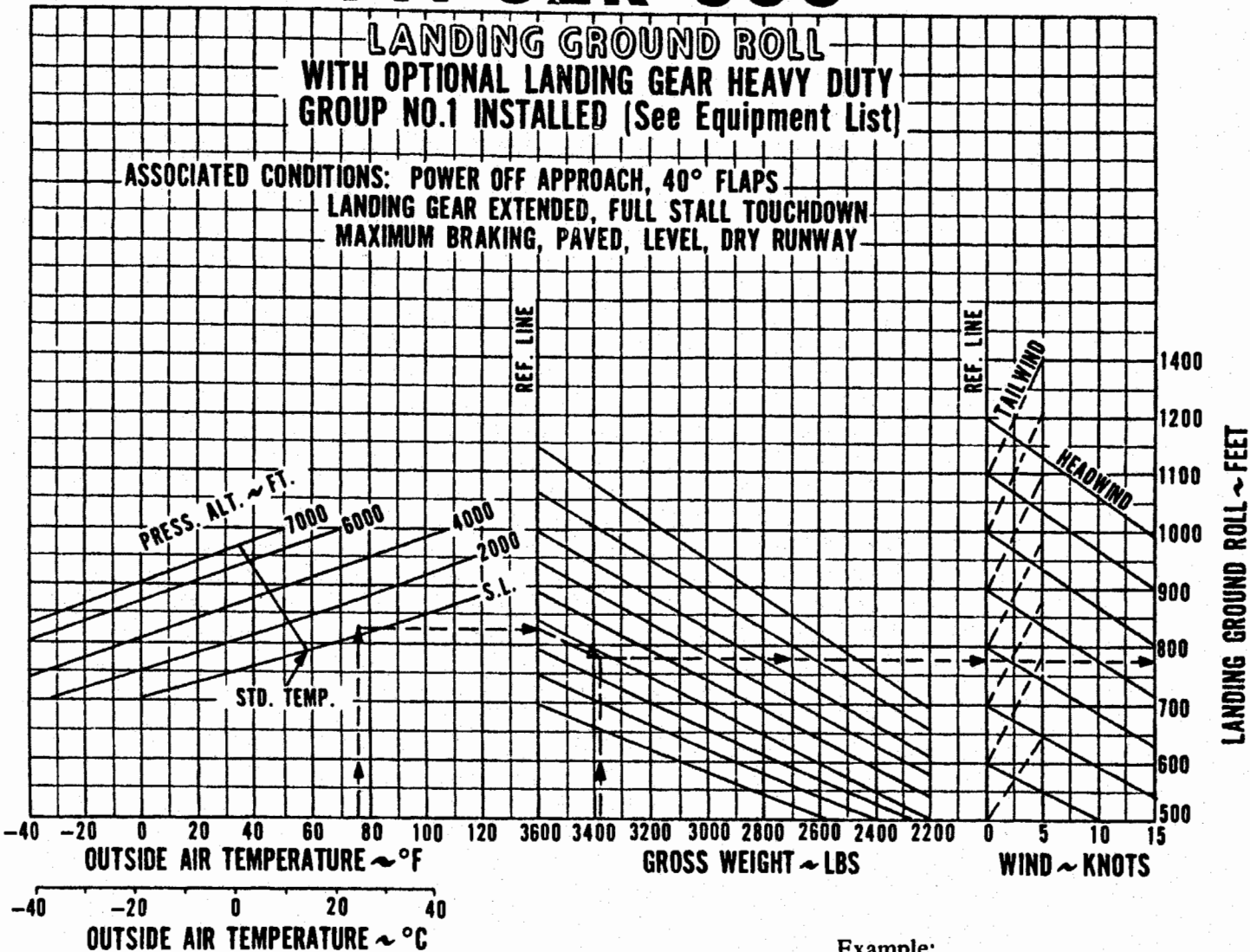


LANDING PERFORMANCE (HEAVY DUTY GROUP)
Figure 5-39

PA-32R-300

LANDING GROUND ROLL WITH OPTIONAL LANDING GEAR HEAVY DUTY GROUP NO.1 INSTALLED (See Equipment List)

ASSOCIATED CONDITIONS: POWER OFF APPROACH, 40° FLAPS
LANDING GEAR EXTENDED, FULL STALL TOUCHDOWN
MAXIMUM BRAKING, PAVED, LEVEL, DRY RUNWAY



Example:

Airport pressure altitude: 400 ft.
Temperature: 75°F
Gross weight: 3390 lbs.
Ground roll: 780 ft.

LANDING GROUND ROLL (HEAVY DUTY GROUP)

Figure 5-41

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SECTION 6

WEIGHT AND BALANCE

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6.7	Weight and Balance Determination For Flight.....	6-11
6.8	Cargo Loading	6-15

SECTION 6

WEIGHT AND BALANCE

6.1 GENERAL

In order to achieve the performance and good flying characteristics which are designed into the airplane, it must be flown with the weight and center of gravity (C.G.) position within the approved operating range (envelope). Although the airplane offers flexibility in loading, it cannot be flown with the maximum number of adult passengers, full fuel tanks and maximum baggage. With the flexibility comes responsibility. The pilot must ensure that the airplane is loaded within the loading envelope before he makes a takeoff.

Misloading carries consequences for any aircraft. An overloaded airplane will not take off, climb or cruise as well as a properly loaded one. The heavier the airplane is loaded, the less climb performance it will have.

Center of gravity is a determining factor in flight characteristics. If the C.G. is too far forward in any airplane, it may be difficult to rotate for takeoff or landing. If the C.G. is too far aft, the airplane may rotate prematurely on takeoff or tend to pitch up during climb. Longitudinal stability will be reduced. This can lead to inadvertent stalls and even spins; and spin recovery becomes more difficult as the center of gravity moves aft of the approved limit.

A properly loaded airplane, however, will perform as intended. Before the airplane is licensed, it is weighed, and a basic empty weight and C.G. location is computed (basic empty weight consists of the standard empty weight of the airplane plus the optional equipment). Using the basic empty weight and C.G. location, the pilot can easily determine the weight and C.G. position for the loaded airplane by computing the total weight and moment and then determining whether they are within the approved envelope.

The basic empty weight and C.G. location are recorded in the Weight and Balance Data Form (Figure 6-5) and the Weight and Balance Record (Figure 6-7). The current values should always be used. Whenever new equipment is added or any modification work is done, the mechanic responsible for the work is required to compute a new basic empty weight and C.G. position and to write these in the Aircraft Log Book and the Weight and Balance Record. The owner should make sure that it is done.

A weight and balance calculation is necessary in determining how much fuel or baggage can be boarded so as to keep within allowable limits. Check calculations prior to adding fuel to insure against overloading.

The following pages are forms used in weighing an airplane in production and in computing basic empty weight, C.G. position, and useful load. Note that the useful load includes usable fuel, baggage, cargo and passengers. Following this is the method for computing takeoff weight and C.G.

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6.3 AIRPLANE WEIGHING PROCEDURE

At the time of licensing Piper Aircraft Corporation provides each airplane with the basic empty weight and center of gravity location. This data is supplied by Figure 6-5.

The removal or addition of equipment or airplane modifications can affect the basic empty weight and center of gravity. The following is a weighing procedure to determine this basic empty weight and center of gravity location:

(a) Preparation

- (1) Be certain that all items checked in the airplane equipment list are installed in the proper location in the airplane.**
- (2) Remove excessive dirt, grease, moisture, foreign items such as rags and tools from the airplane before weighing.**
- (3) Defuel airplane. Then open all fuel drains until all remaining fuel is drained. Operate engine on each tank until all undrainable fuel is used and engine stops. Then add the unusable fuel (4.0 gallons total, 2.0 gallons each wing).**

CAUTION

Whenever the fuel system is completely drained and fuel is replenished it will be necessary to run the engine for a minimum of 3 minutes at 1000 RPM on each tank to insure that no air exists in the fuel supply lines.

- (4) Fill with oil to full capacity.**
 - (5) Place pilot and copilot seats in fourth (4th) notch, aft of forward position. Put flaps in the fully retracted position and all control surfaces in the neutral position. Tow bar should be in the proper location and all entrance and baggage doors closed.**
 - (6) Weigh the airplane inside a closed building to prevent errors in scale readings due to wind.**
- (b) Leveling**
- (1) With airplane on scales, block main gear oleo pistons in the fully extended position.**
 - (2) Level airplane (refer to Figure 6-3) debating nose wheel tire, to center bubble on level.**

(c) Weighing - Airplane Basic Empty Weight

- (1) With the airplane level and brakes released, record the weight shown on each scale. Deduct the tare, if any, from each reading.

Scale Position and Symbol	Scale Reading	Tare	Net Weight
Nose Wheel (N)			
Right Main Wheel (R)			
Left Main Wheel (L)			
Basic Empty Weight, as Weighed (T)	---	---	

WEIGHING FORM

Figure 6-1

(d) Basic Empty Weight Center of Gravity

- (1) The following geometry applies to the PA-32R-300 airplane when it is level. Refer to Leveling paragraph 6.3 (b).

LEVELING DIAGRAM

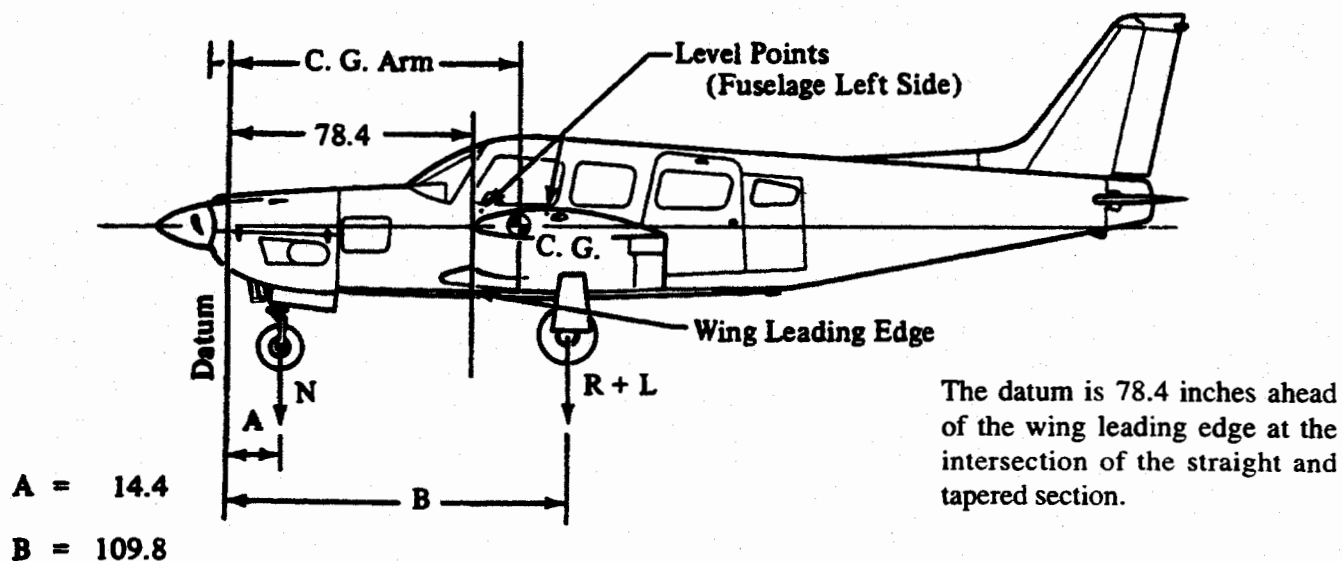


Figure 6-3

- (2) The basic empty weight center of gravity (as weighed including optional equipment, full oil and unusable fuel) can be determined by the following formula:

$$\text{C.G. Arm} = \frac{N(A) + (R + L)(B)}{T} \text{ inches}$$

Where: $T = N + R + L$

6.5 WEIGHT AND BALANCE DATA AND RECORD

The Basic Empty Weight, Center of Gravity Location and Useful Load listed in Figure 6-5 are for the airplane as licensed at the factory. These figures apply only to the specific airplane serial number and registration number shown.

The basic empty weight of the airplane as licensed at the factory has been entered in the Weight and Balance Record (Figure 6-7). This form is provided to present the current status of the airplane basic empty weight and a complete history of previous modifications. Any change to the permanently installed equipment or modification which affects weight or moment must be entered in the Weight and Balance Record.

MODEL PA-32RT-300 CHEROKEE LANCE

Airplane Serial Number _____

Registration Number _____

Date _____

AIRPLANE BASIC EMPTY WEIGHT

Item		Weight (Lbs)	x	C. G. Ann (Inches Aft of Datum)	=	Moment (In-Lbs)
Standard Empty Weight*	Actual Computed					
Optional Equipment						
Basic Empty Weight						

*The standard empty weight includes full oil capacity and 4.0 gallons of unusable fuel.

AIRPLANE USEFUL LOAD - NORMAL CATEGORY OPERATION

(Gross Weight) - (Basic Empty Weight) = Useful Load

(3600 lbs) - (lbs) = lbs.

THIS BASIC EMPTY WEIGHT, C.G. AND USEFUL LOAD ARE FOR THE AIRPLANE AS LICENSED AT THE FACTORY. REFER TO APPROPRIATE AIRCRAFT RECORD WHEN ALTERATIONS HAVE BEEN MADE.

WEIGHT AND BALANCE DATA FORM

Figure 6-5

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6.7 WEIGHT AND BALANCE DETERMINATION FOR FLIGHT

- (a) Add the weight of all items to be loaded to the basic empty weight.
- (b) Use the Loading Graph (Figure 6-13) to determine the moment of all items to be carried in the airplane.
- (c) Add the moment of all items to be loaded to the basic empty weight moment.
- (d) Divide the total moment by the total weight to determine the C.G. location.
- (e) By using the figures of item (a) and item (d) (above), locate a point on the C.G. range and weight graph (Figure 6-15). If the point falls within the C.G. envelope, the loading meets the weight and balance requirements.

	Weight (Lbs)	Arm Aft Datum (Inches)	Moment (In-Lbs)
Basic Empty Weight			
Pilot and Front Passenger	340.0	85.5	29070
Passengers (Center Seats) (Forward Facing)		118.1	
Passengers (Center Seats) (Aft Facing) (Optional)		119.1	
Passengers (Rear Seats)	340.0	157.6	53584
Passenger (Jump Seat) (Optional)		118.1	
Fuel (94 Gallon Maximum)		93.6	
Baggage (Forward)		42.0	
Baggage (Aft)		178.7	
Moment due to Retraction of Landing Gear			819
Total Loaded Airplane			

The center of gravity (C.G.) of this sample loading problem is at _____ inches aft of the datum line. Locate this point (_____) on the C.G. range and weight graph. Since this point falls within the weight - C.G. envelope, this loading meets the weight and balance requirements.

IT IS THE RESPONSIBILITY OF THE PILOT AND AIRCRAFT OWNER TO INSURE THAT THE AIRPLANE IS LOADED PROPERLY.

SAMPLE LOADING PROBLEM (NORMAL CATEGORY)

Figure 6-9

**SECTION 6
WEIGHT AND BALANCE**

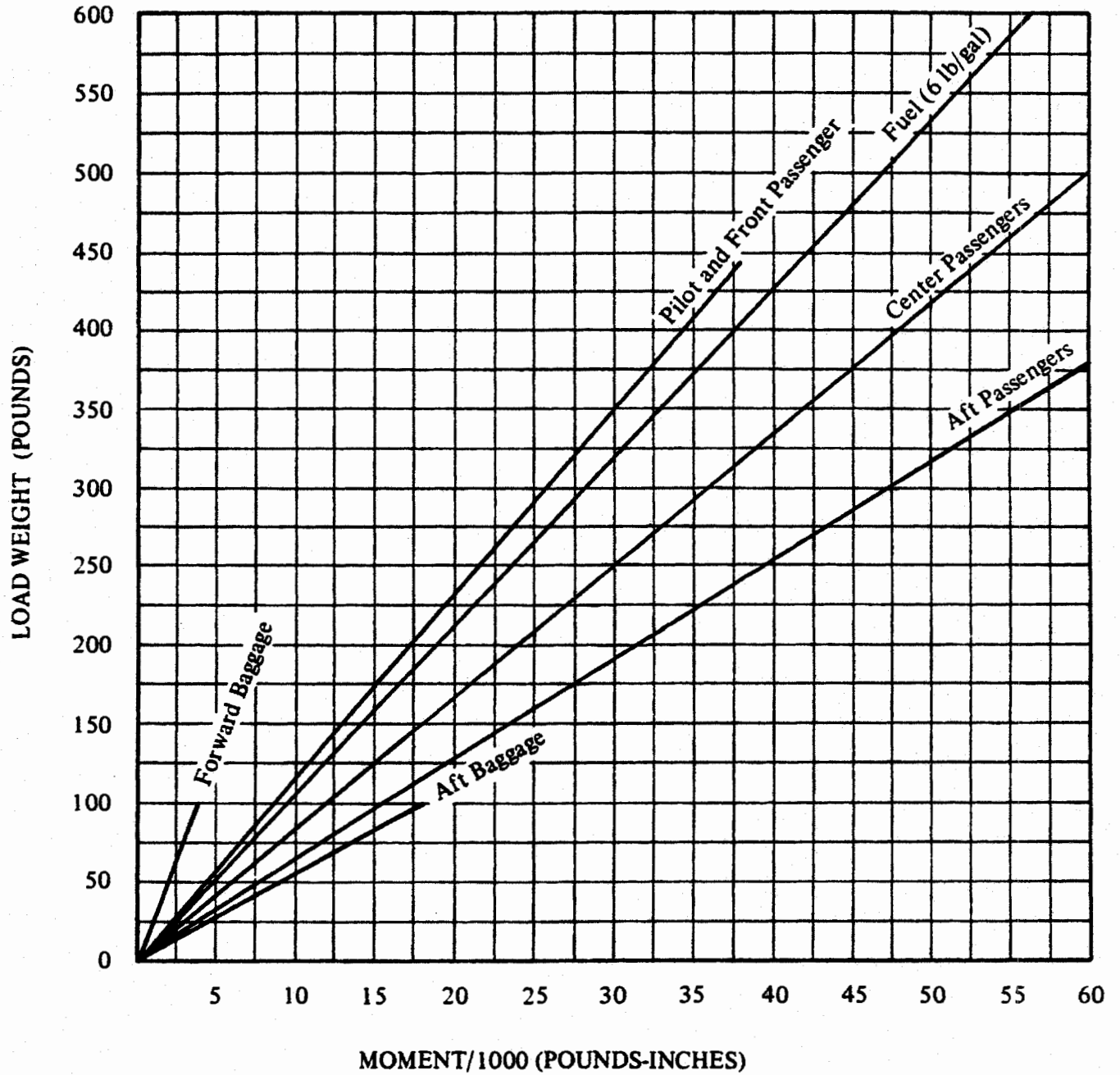
**PIPER AIRCRAFT CORPORATION
PA-32R-300, CHEROKEE LANCE**

	Weight (Lbs)	Arm Aft Datum (Inches)	Moment (In-Lbs)
Basic Empty Weight			
Pilot and Front Passenger		85.5	
Passengers (Center Seats) (Forward Facing)		118.1	
Passengers (Center Seats) (Aft Facing) (Optional)		119.1	
Passengers (Rear Seats)		157.6	
Passenger (Jump Seat) (Optional)		118.1	
Fuel (94 Gallon Maximum)		93.6	
Baggage (Forward)		42.0	
Baggage (Aft)		178.7	
Moment due to Retraction of Landing Gear			819
Total Loaded Airplane			

Totals must be within approved weight and C.G. limits. It is the responsibility of the airplane owner and the pilot to insure that the airplane is loaded properly. The Basic Empty Weight C.G. is noted on the Weight and Balance Data Form (Figure 6- 5). If the airplane has been altered refer to the Weight and Balance Record for this information.

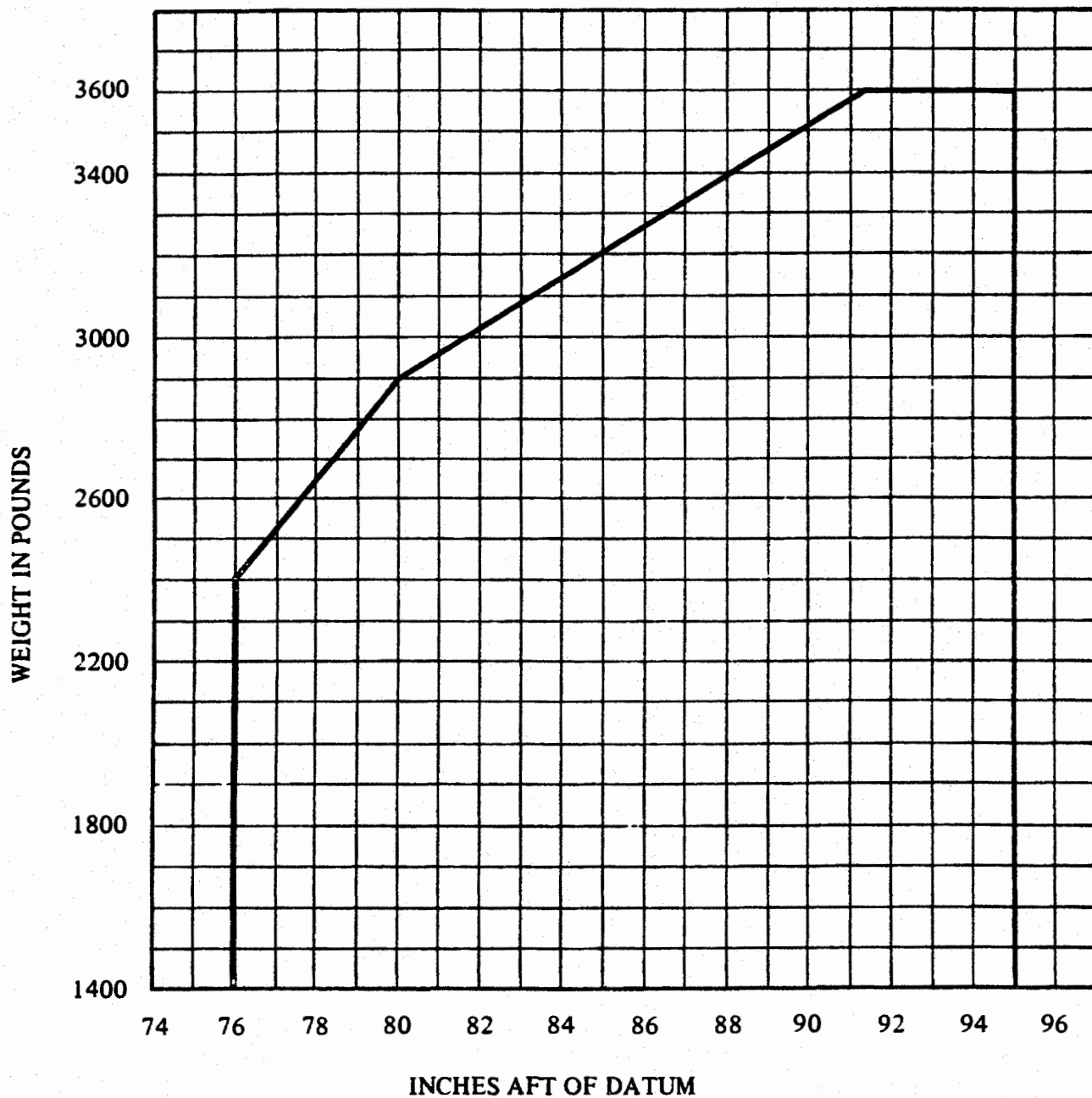
WEIGHT AND BALANCE LOADING FORM

Figure 6-11



LOADING GRAPH

Figure 6-13



Moment due to retracting landing gear = +819 in. lbs.

C.G. RANGE AND WEIGHT

Figure 6-15

6.8 CARGO LOADING

When seats are removed for cargo stowage, the basic empty weight and corresponding C.G. must be corrected prior to loading schedule determination. Use the following chart to record the change in C.G.

ITEM	WEIGHT	ARM	MOMENT/1000
Right Front Seat		85.5	
Jump Seat		118.1	
3rd & 4th Seats (each) Forward Facing		118.1	
3rd & 4th Seats (each) Aft Facing		119.1	
5th & 6th Seats (each)		157.6	

Simultaneously opening the rear passenger and aft baggage doors provides a total access to the main cabin and rear baggage areas of 26 by 48 inches.

ITEM	WEIGHT POUNDS					ARM INCHES					MOMENT IN. LB				
Basic Airplane															
<u>Revised Airplane</u>															
Pilot Seat															
Area A															
Area B															
Area C															
Area D															
Area E															
Area F (Aft Baggage)															
Fuel, Gal.															
Total Weight:						Total Moment:									

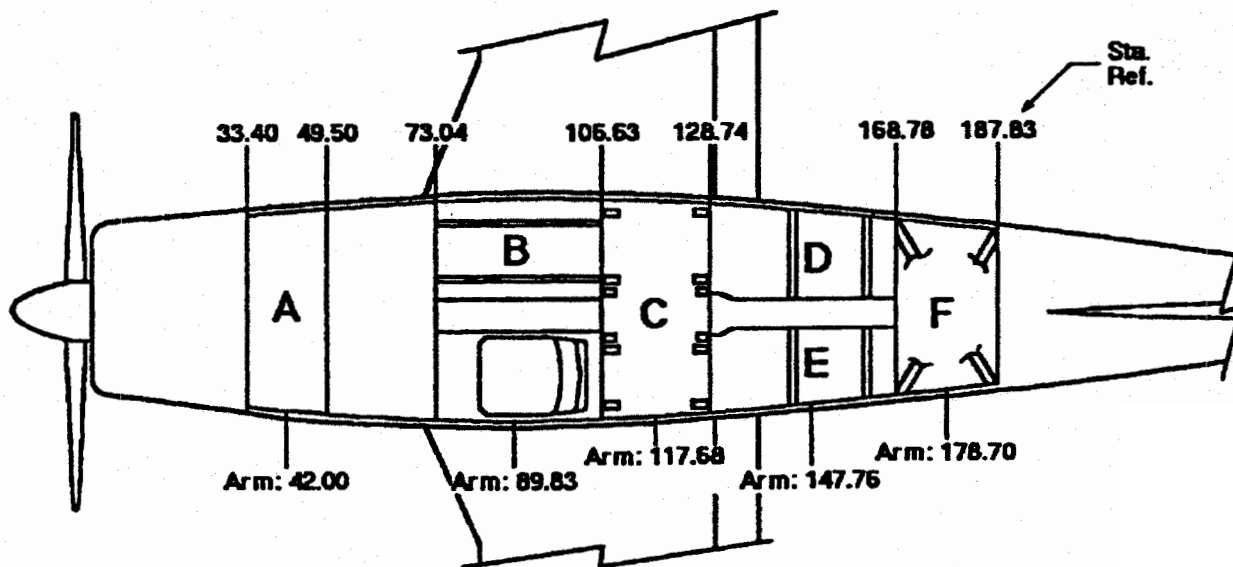
Ramp Weight CG Location:

*Pilot's responsibility to determine actual arm of item loaded. See Figure 6-19 for locations of loading areas

CARGO WEIGHT AND BALANCE CHART

Figure 6-17

Example loading weight in excess of 3112 lbs must be fuel, which gives the airplane a maximum zero fuel weight of 3112 lbs.



MAXIMUM LOADING CAPACITY*

AREA	AREA (SQ FT)	FLOOR LOAD (LBS/SQ FT)	ALLOWABLE WEIGHT (LBS)
A	5.15	19.0	100
B	4.16	46.5	193
C	6.56	84.0	544
D	3.75	49.0	183
E	3.75	49.0	183
F	4.22	24.0	100

MAXIMUM TIE DOWN CAPACITY

Per Baggage Strap
Per Seat Belt

50 LBS Each
170 LBS Each

*Cargo must be loaded within the weight and balance limits of this aircraft.

CARGO LOADING CHART

Figure 6-17

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OF THE AIRPLANE AND ITS SYSTEMS**

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**SECTION 7
DESCRIPTION AND OPERATION
OF THE AIRPLANE AND ITS SYSTEMS**

7.1 THE AIRPLANE

The Lance is a single engine, retractable landing gear, all metal airplane. It has seating for up to seven occupants and two separate one hundred pound luggage compartments.

7.3 AIRFRAME

With the exception of the steel engine mount, the landing gear, miscellaneous steel parts, the cowling, and the lightweight plastic extremities (tips of wings, tail fin, rudder and stabilator), the basic airframe is of aluminum alloy. Aerobatics are prohibited in this airplane since the structure is not designed for aerobatic loads.

The fuselage is a semi-monocoque structure. There is a front door on the right side and a rear door on the left. A cargo door is installed aft of the rear passenger door. When both rear doors are open, large pieces of cargo can be loaded through the extra-wide opening. A door on the right side of the nose section gives access to the nose baggage compartment.

The wing is of a conventional design and employs a laminar flow NACA 65₂-415 airfoil section. The main spar is located at approximately 40% of the chord aft of the leading edge. The wings are attached to the fuselage by the insertion of the butt ends of the spar into a spar box carry-through, which is an integral part of the fuselage structure. The bolting of the spar ends into the spar box carry-through structure, which is located under the center seats, provides in effect a continuous main spar. The wings are also attached fore and aft of the main spar by an auxiliary front spar and a rear spar. The rear spar, in addition to taking torque and drag loads, provides a mount for flaps and ailerons. The four-position wing flaps are mechanically controlled by a handle located between the front seats. When fully retracted, the right flap locks into place to provide a step for cabin entry. Each wing contains two interconnected fuel tanks. Both tanks on one side are filled through a single filler neck located in the outboard tank.

A vertical stabilizer, an all-movable horizontal stabilator, and a rudder make up the empennage. The stabilator incorporates an anti-servo tab which improves longitudinal stability and provides longitudinal trim. This tab moves in the same direction as the stabilator, but with increased travel.

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7.5 ENGINE AND PROPELLER

The Lycoming IO-540-K1G5D engine installed in the PA-32R-300 is rated at 300 horsepower at 2700 rpm. This engine has a compression ratio of 8.7 to 1 and requires 100/130 minimum octane fuel. The engine is equipped with a geared starter, a 60 ampere alternator, dual magnetos, vacuum pump drive, a diaphragm-type fuel pump, and fuel injection.

The exhaust system consists of individual exhaust pipes routed in pairs to three heavy gauge stainless steel mufflers. Exhaust gases are directed overboard at the underside of the engine cowling. The mufflers are surrounded by a shroud which provides heat for the cabin and for windshield defrosting.

Cowling on the Cherokee Lance is designed to cool the engine in all normal flight conditions, including protracted climb, without the use of cowl flaps or cooling flanges.

The constant speed propeller is a Hartzell HC-C2YK-1()F/F8475D-4 with a diameter of 80 inches. The propeller is controlled by a governor mounted at the left forward side of the crankcase. The governor is operated by a cable from the power control quadrant.

7.7 INDUCTION SYSTEM

An induction scoop is located on the left side of the lower cowl. An intake air box is attached to the inside of the cowl adjacent to the air filter box. The air filter box is located at the aft end of the induction scoop. Access to the filter is gained through a detachable plate located on the outside of the lower cowl.

The intake air box incorporates a manually operated two-way valve designed to allow induction air either to pass through the filter or to bypass the filter and supply heated air directly to the engine. Alternate air selection insures induction air flow should the filter become blocked. Since the air is heated, the alternate air system offers protection against induction system blockage caused by snow or freezing rain, or by the freezing of moisture accumulated in the induction air filter. Alternate air is unfiltered; therefore, it should not be used during ground operation when dust or other contaminants might enter the system. The primary (through the filter) induction source should always be used for takeoffs.

The Bendix RSA-10ED1 type fuel injection system consists of a servo regulator which meters fuel flow in proportion to airflow to the engine, giving the proper fuel-air mixture at all engine speeds, and a fuel flow divider which receives the metered fuel and accurately divides the fuel flow among the individual cylinder fuel nozzles.

A combination fuel flow indicator and manifold pressure gauge is installed in the left side of the instrument panel. The fuel flow indicator is connected to the fuel flow divider and monitors fuel pressure. The instrument converts fuel pressure to an accurate indication of fuel flow in gallons per hour and percentage of cruise power.

7.9 ENGINE CONTROLS

Engine controls consist of a throttle control, a propeller control and a mixture control lever. These controls are located on the control quadrant on the lower center of the instrument panel (Figure 7-1) where they are accessible to both the pilot and the copilot. The controls utilize teflon-lined control cables to reduce friction and binding.

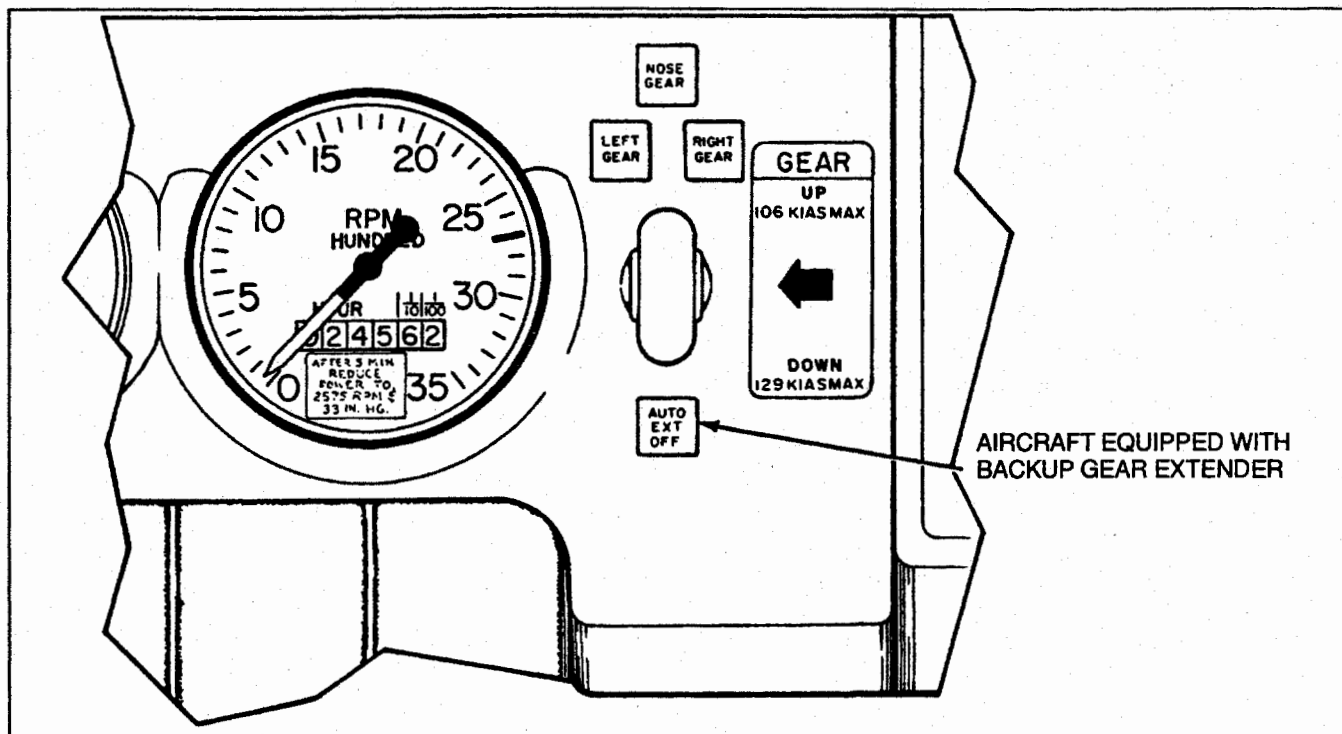
The throttle lever is used to adjust the manifold pressure. It incorporates a gear up warning horn switch which is activated during the last portion of travel of the throttle levers to the low power position. If the landing gear is not locked down, the horn will sound until the gear is down and locked or until the power setting is increased. This is a safety feature to prevent an inadvertent gear up landing.

The propeller control lever is used to adjust the propeller speed from high RPM to low RPM.

The mixture control lever is used to adjust the air to fuel ratio. The engine is shut down by the placing of the mixture control lever in the full lean position. In addition, the mixture control has a lock to prevent activation of the mixture control instead of the pitch control. For information on the leaning procedure, see the Avco-Lycoming Operator's Manual.

The friction adjustment lever on the right side of the control quadrant may be adjusted to increase or decrease the friction holding the throttle, propeller, and mixture controls or to lock the controls in a selected position.

The alternate air control is located to the right of the control quadrant. When the alternate air lever is in the up, or closed, position the engine is operating on filtered air; when the lever is in the down, or open, position the engine is operating on unfiltered, heated air. The control is operated by pressing the knob to the left to clear the retaining gate and then moved in the desired direction (refer to Figure 7-1).



LANDING GEAR SELECTOR

Figure 7-3

7.11 LANDING GEAR

The Cherokee Lance is equipped with a retractable tricycle landing gear, which is hydraulically actuated by an electrically powered reversible pump. The pump is controlled by a selector switch on the instrument panel to the left of the control quadrant (Figure 7-3). The landing gear is retracted or extended in about seven seconds.

Some aircraft also incorporate a pressure sensing device in the system which lowers the gear regardless of gear selector position, depending upon airspeed and engine power (propeller slipstream). Gear extension is designed to occur, even if the selector is in the up position, at airspeeds below approximately 103 KIAS with power off. The extension speeds will vary from approximately 91 kts to approximately 103 KIAS depending on power settings and altitude. The device also prevents the gear from retracting at airspeeds below approximately 81 kts with full power, though the selector switch may be in the up position. This speed increases with reduced power and/or increased altitude. Manual override of the device is provided by an emergency gear lever located between the front seats to the right of the flap handle (refer to Figure 7-9). The sensing device operation is controlled by differential air pressure across a flexible diaphragm which is mechanically linked to a hydraulic valve and an electrical switch which actuates the pump motor. A high pressure and static air source for actuating the diaphragm is provided in a mast mounted on the left side of the fuselage above the wing. Any obstruction of the holes in this mast will cause the gear to extend. An optional heated mast is available to alleviate obstruction in icing conditions. The optional heated mast is turned on whenever the PITOT HEAT is turned on.

WARNING

Avoid ejecting objects out of the pilot storm window which could possibly enter or obstruct the holes in the mast.

The emergency gear lever, when placed in the raised position, can be used to override the system, and gear position is then controlled by the selector switch regardless of airspeed/power combinations. The emergency gear lever is provided with a latching device which may be used to lock the override lever in the up position. The latch is located on the right side panel of the console below the level of the manual override lever. To lock the override lever in the up position, raise the override lever to the full up position and push the latch down. A yellow warning light located below the gear selector switch (Figure 7-3) flashes to warn the pilot that the automatic gear lowering system is disabled. The latch is spring-loaded to the off position to aid disengagement. To disengage the latch raise the override lever and release. The lever will return to its normal position and the yellow flashing light will extinguish. The lever must also be latched in the raised (up) position when gear-up stalls are practiced.

The emergency gear lever, when used for emergency extension of the gear, manually releases hydraulic pressure to permit the gear to free fall with spring assistance on the nose gear. The lever must be held in the downward position for emergency extension.

Gear down and locked positions are indicated by three green lights located above the selector, and a red Warning Gear Unsafe light is located at the top of the panel. An all lights out condition indicates the gear is up. The landing gear should not be retracted above a speed of 106 KIAS and should not be extended above a speed of 129 KIAS.

The main landing gear uses Cleveland 6.00 x 6 wheels. The main gear incorporate brake drums and Cleveland double disc hydraulic brake assemblies. The nose wheel carries a 5.00 x 5 six ply tire and the main gear use 6.00 x 6 eight ply tires. All three tires are tube type.

Two micro-switches in the throttle quadrant activate a warning horn and red Warning Gear Unsafe light under the following conditions:

1. Gear up and power reduced below approximately 14 inches of manifold pressure.
2. On aircraft equipped with the backup gear extender, if the system has extended the landing gear and the gear selector is UP, except at full throttle.
3. Gear selector switch UP while on the ground.

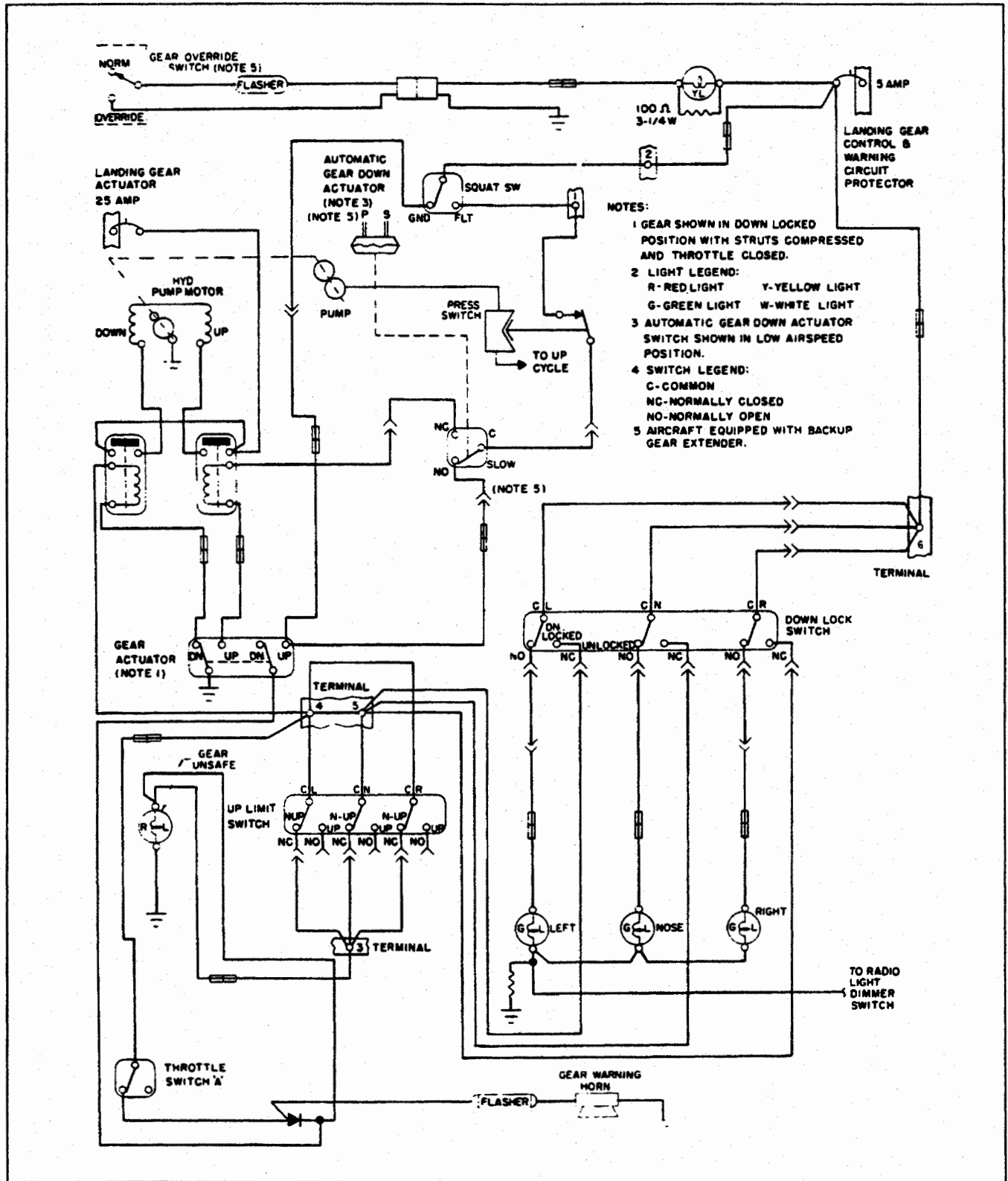
On aircraft which are NOT equipped with the backup gear extender, an additional switch is installed which activates the warning horn and light whenever the flaps are extended beyond the approach position (10°) and the landing gear are not down and locked.

The gear warning horn emits a 90 Hz beeping sound in contrast to the stall warning horn which emits a continuous sound.

The nose gear is steerable through a 22.5 degree arc each side of center through the use of the rudder pedals. As the nose wheel retracts, the steering linkage disengages to reduce rudder pedal loads in flight. The nose wheel is equipped with a hydraulic shimmy dampener to reduce nose wheel shimmy.

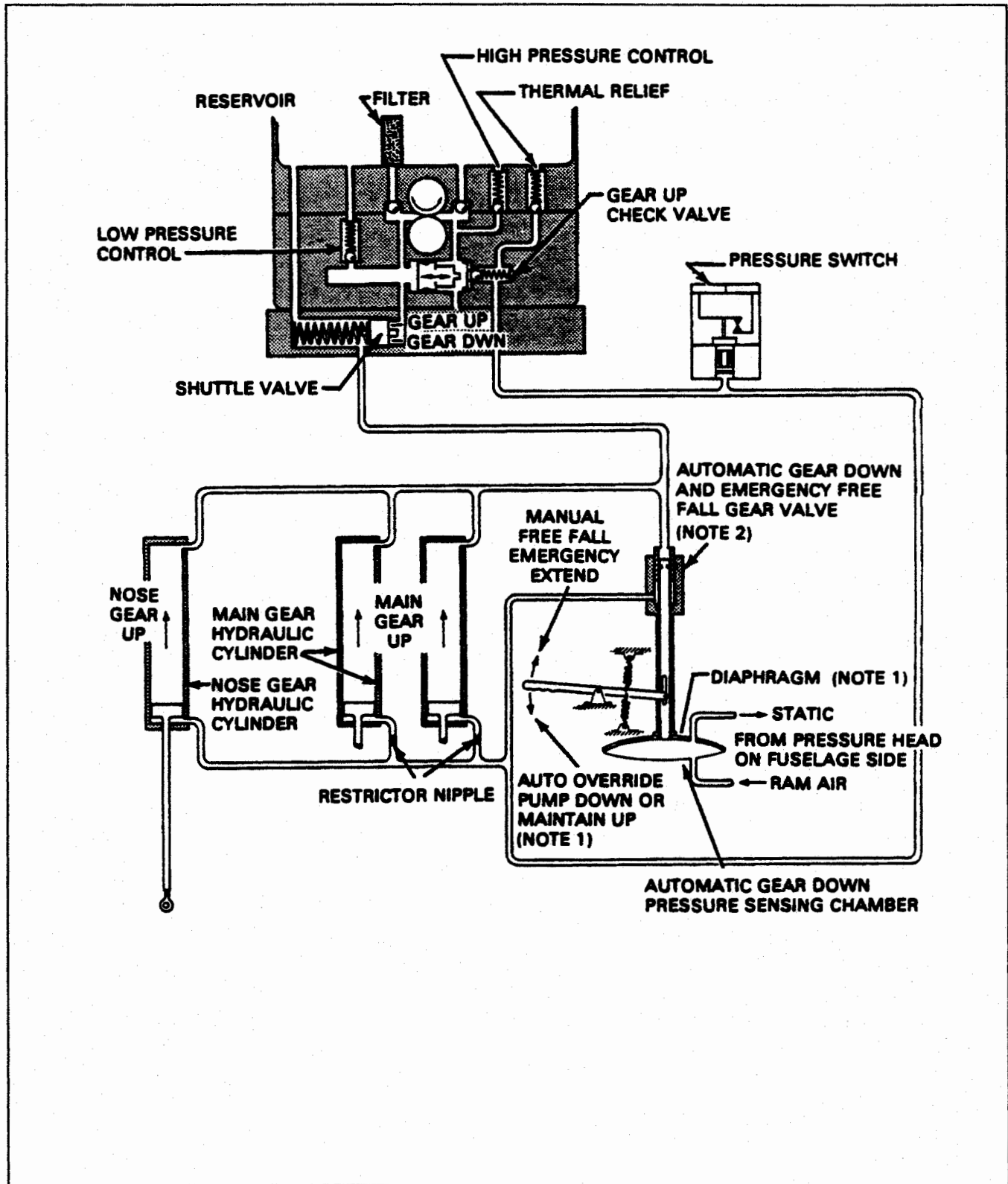
The oleo struts are of the air-oil type, with normal extension being 2.60 inches for the nose gear and 4.0 inches for the main gear under normal static load (empty weight of airplane plus full fuel and oil).

The standard brake system includes toe brakes on the left and right set of rudder pedals and a hand brake located below and near the center of the instrument panel. The toe brakes and the hand brake have individual brake cylinders, but all cylinders use a common reservoir. The parking brake is incorporated in the lever brake and is operated by pulling back on the lever and depressing the knob attached to the top of the handle. To release the parking brake, pull back on the brake lever; then allow the handle to swing forward.



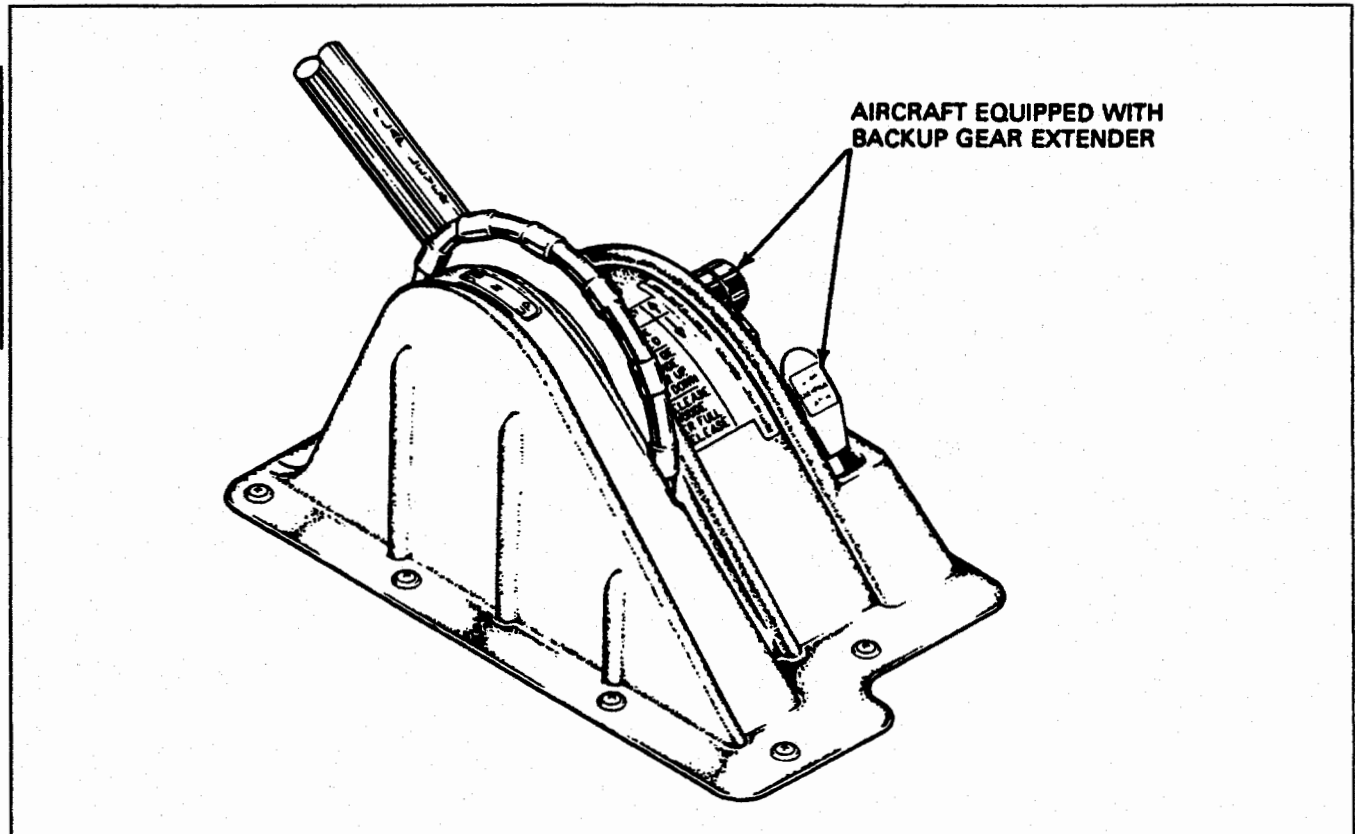
LANDING GEAR ELECTRICAL SCHEMATIC

Figure 7-5



LANDING GEAR HYDRAULIC SYSTEM SCHEMATIC

Figure 7-7



FLIGHT CONTROL CONSOLE

Figure 7-9

7.13 FLIGHT CONTROLS

Dual flight controls are provided as standard equipment. A cable system provides actuation of the control surfaces when the flight controls are moved in their respective directions.

The horizontal surface (stabilator) is of the flying tail design with a trim tab/ servo mounted on the trailing edge. This tab serves the dual function of providing trim control and pitch control forces. The trim function is controlled by a trim control wheel located on the control console between the two front seats (Figure 7-9). Rotating the wheel forward gives nose down trim and rotation aft gives nose up trim. The stabilator provides extra stability and controllability with less area, drag and weight than conventional tail surfaces.

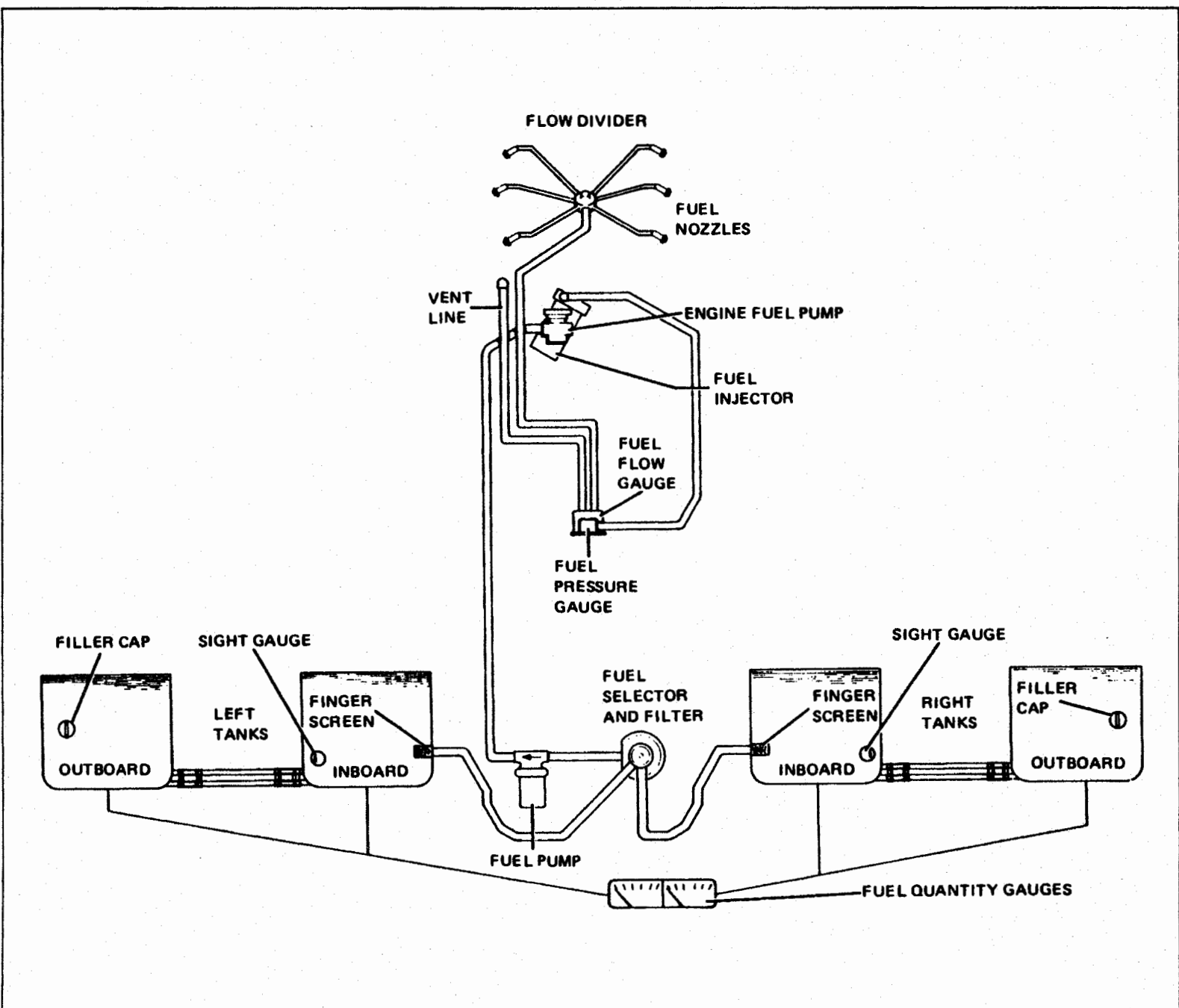
The rudder is conventional in design and incorporates a rudder trim. The trim mechanism is a spring-loaded recentering device. The trim control is located on the right side of the pedestal below the throttle quadrant. Turning the trim control clockwise gives nose right trim and counterclockwise rotation gives nose left trim.

Manually controlled flaps are provided. They are extended by a control cable and are spring-loaded to the retracted (up) position. The control is located between the two front seats on the control console. To extend the flaps pull the handle up to the desired flap setting of 10, 25 or 40 degrees. To retract, depress the button on the end of the handle and lower the control.

When extending or retracting flaps, there is a pitch change in the aircraft. This pitch change can be corrected either by stabilator trim or increased control wheel force. When the flaps are in the retracted position the right flap, provided with a over-center lock mechanism, acts as a step.

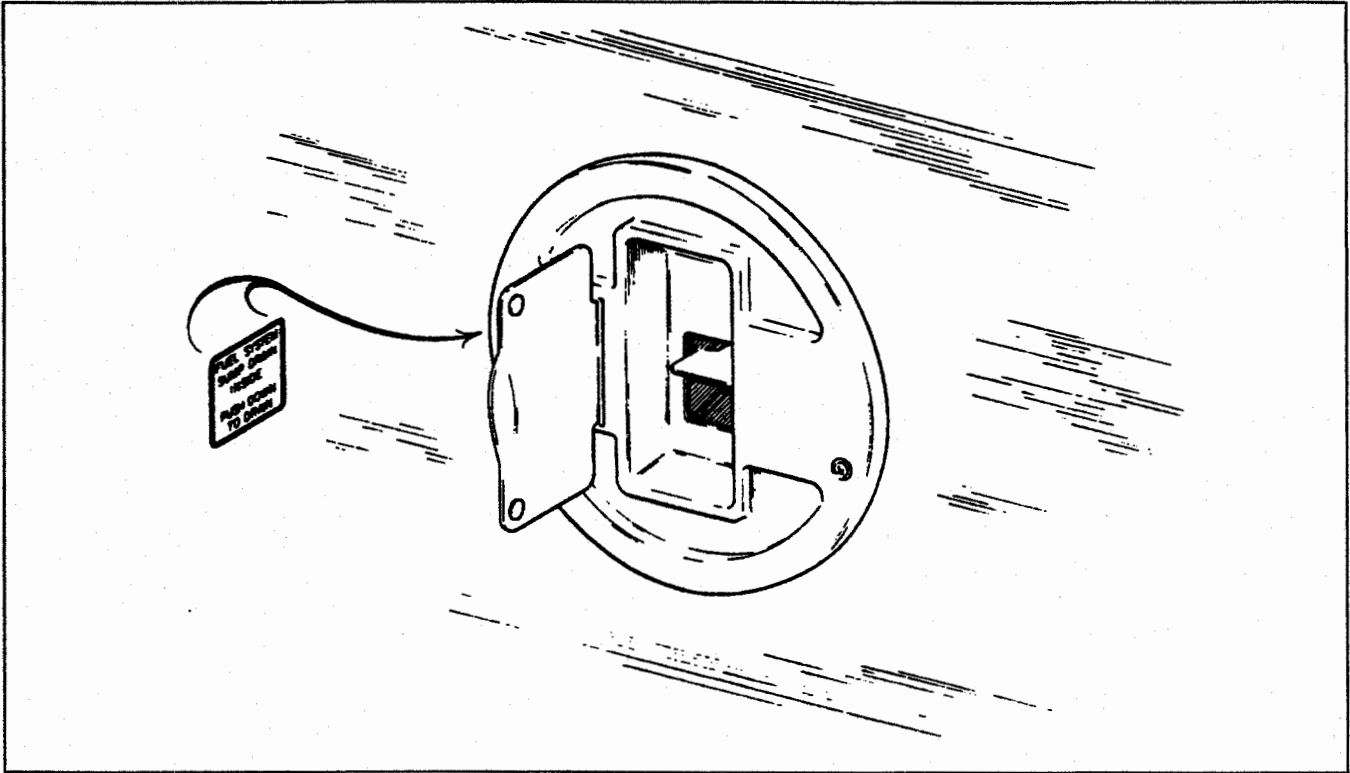
NOTE

The right flap will support a load only in the fully retracted (up) position. When loading and unloading passengers make sure the flaps are in the retracted (up) position.



FUEL SYSTEM SCHEMATIC

Figure 7-11



FUEL DRAIN LEVER

Figure 7-13

7.15 FUEL SYSTEM

The standard fuel capacity of the Cherokee Lance is 98 gallons, of which 94 gallons are usable. The tanks are attached to the wing structure with screws and nut plates and can be removed easily for service or inspection.

When using less than the standard 98 gallon capacity of the tanks, fuel should be distributed equally between each side.

The fuel selector control is located below the center of the instrument panel on the sloping face of the control tunnel (refer to Figure 7-1). It has three positions, one position corresponding to each wing tank plus an OFF position.

To avoid the accumulation of water and sediment and to check for proper fuel, the fuel tank sumps and strainer should be drained daily prior to first flight and after refueling. Each tank is equipped with an individual quick drain located at the lower inboard rear corner of the tank. The fuel strainer and a system quick drain valve are located in the fuselage at the lowest point of the fuel system. It is important that the fuel system be drained in the following manner:

1. Drain each tank sump through its individual quick drain located at the lower inboard rear corner of the tank, making sure that enough fuel has flowed to ensure the removal of all water and sediment, and to check for proper fuel.
2. Place a container beneath the fuel strainer sump drain outlet located under the fuselage.
3. Drain the fuel strainer sump by pressing down on the lever located on the right side of the cabin on the forward edge of the wing spar housing (Figure 7-13). Move the selector through the following sequence: OFF position, left, right, while draining the strainer sump. Make sure that enough fuel has flowed to drain the fuel line between each tank outlet and the fuel strainer as well as the strainer itself. With full fuel tanks, it will take approximately 6 seconds to drain all of the fuel from the line from either tank to the fuel strainer. When the tanks are less than full, it will take a few seconds longer.
4. Examine the contents of the container placed under the fuel sump drain outlet for proper fuel. When the fuel flow is free of water and sediment, close the drain and dispose of the contents of the bottle.

CAUTION

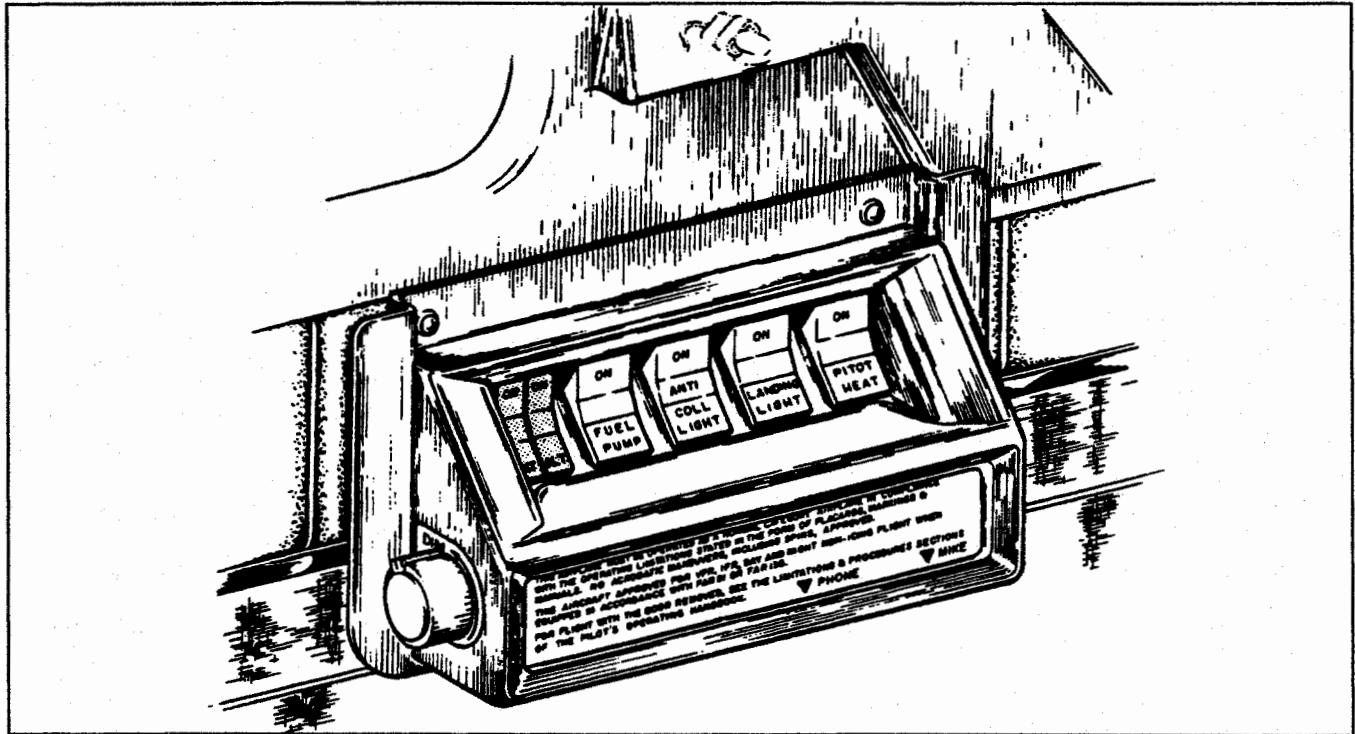
When draining fuel, care should be taken to ensure that no fire hazard exists before starting the engine.

After using the underseat quick drain, check from the outside to make sure that it has closed completely and is not leaking.

Fuel quantity gauges for each of the tanks are located in the engine gauge cluster on the left side of the instrument panel. A fuel pressure indicator is also incorporated in the engine cluster.

A fuel quantity indicator to measure the fuel not visible through the filler neck in each wing is installed in the inboard fuel tank. This gauge indicates usable fuel quantities from 5 gallons to 25 gallons in the ground attitude. The sole purpose of this gauge is to assist the pilot in determining fuel quantities of less than 25 gallons during the preflight inspection.

An electric fuel pump is provided for use in case of failure of the engine driven pump. The electric pump operates from a single switch and independent circuit protector. It should be ON for all takeoffs and landings.



SWITCH PANEL

Figure 7-15

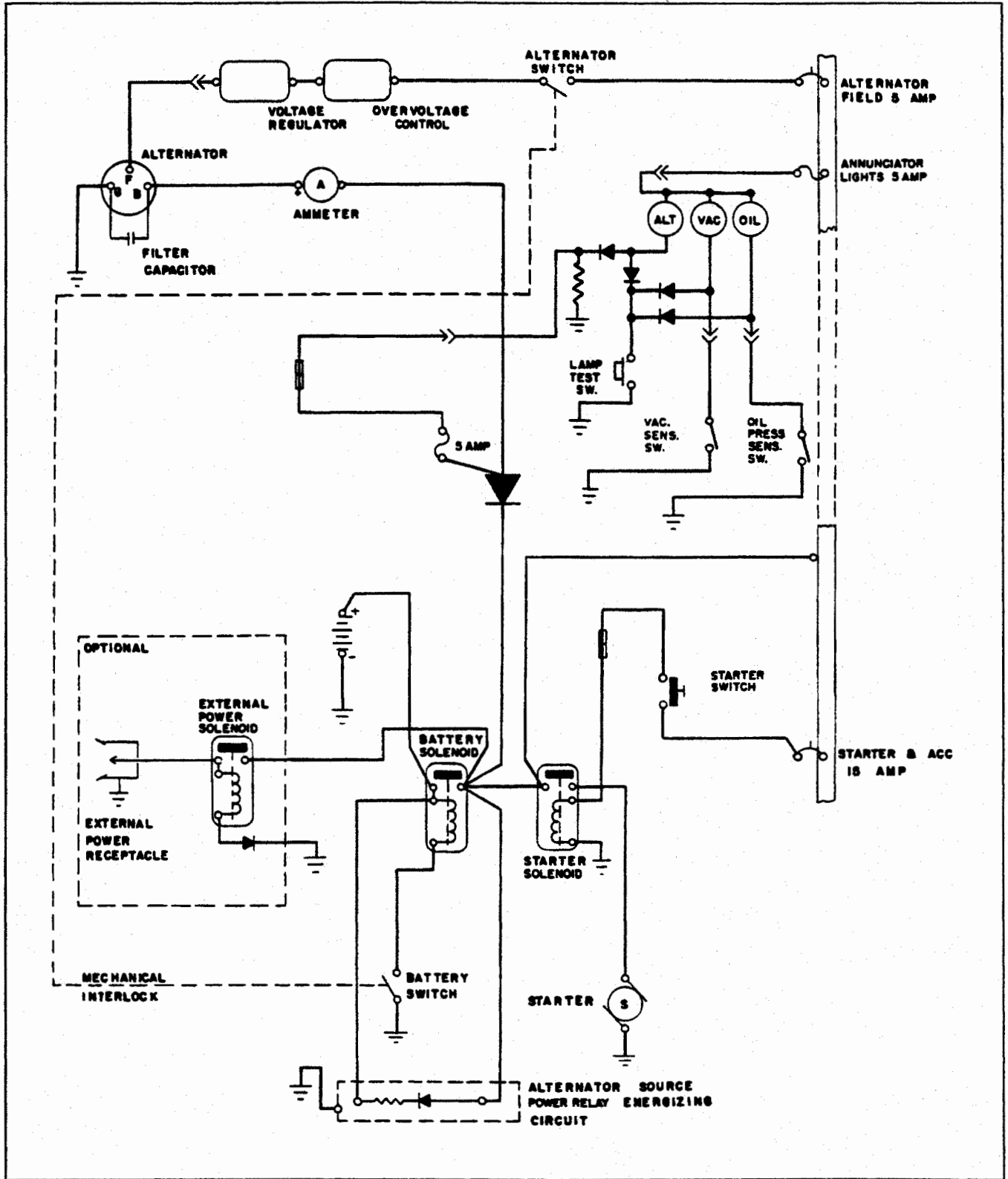
7.17 ELECTRICAL SYSTEM

The 14-volt electrical system includes a 12-volt battery for starting and to back up alternator output. Electrical power is supplied by a 60 ampere alternator. The battery, a master switch relay, a voltage regulator and an overvoltage relay are located beneath the floor of the forward baggage compartment. Access to these electrical components is gained by removing the compartment floor and the access panel located on the left side of the forward fuselage.

Electrical switches are located on a panel to the pilot's left (Figure 7-15) and all circuit breakers are on the lower right instrument panel (Figure 7-19). A switch panel light is available as optional equipment. The light is installed above the switch panel and is controlled by a rheostat switch mounted on the left side of the panel. Two thumb-wheel rheostat switches to the left of the circuit breakers control the navigation lights and the intensity of the instrument panel lights.

Standard electrical accessories include the starter, the electric fuel pump, the stall warning indicator, the ammeter, and the annunciator panel.

The annunciator panel includes alternator and low oil pressure indicator lights. When the optional gyro system is installed, the annunciator panel also includes a low vacuum indicator light. The annunciator panel lights are provided only as a warning to the pilot that a system may not be operating properly, and that he should check and monitor the applicable system gauge to determine when or if any necessary action is required.



ALTERNATOR AND STARTER SCHEMATIC

Figure 7-17

Optional electrical accessories include the navigation lights, anti-collision strobe lights, instrument panel lighting, and a cabin courtesy light system.

The cabin courtesy light system consists of a forward entrance light located above the cockpit door and a rear entrance light which replaces the aft left reading light over the cabin door. These lights are operated individually with switches which are incorporated as part of each light assembly. The courtesy light circuit is independent of the aircraft master switch; therefore, the lights can be operated regardless of the position of the master switch. The courtesy lights should not be left on for extended time periods, as battery depletion could result.

Circuit provisions are made to handle the addition of communications and navigational equipment.

The ammeter in the alternator system displays in amperes the load placed on the alternator. It does not indicate battery discharge. With all electrical equipment off (except the master switch) the ammeter will be indicating the amount of charging current demanded by the battery. As each item of electrical equipment is turned on, the current will increase to a total appearing on the ammeter. This total includes the battery. The maximum continuous load for night flight, with radios on, is about 30 amperes. This 30 ampere value, plus approximately 2 amperes for a fully charged battery, will appear continuously under these flight conditions.

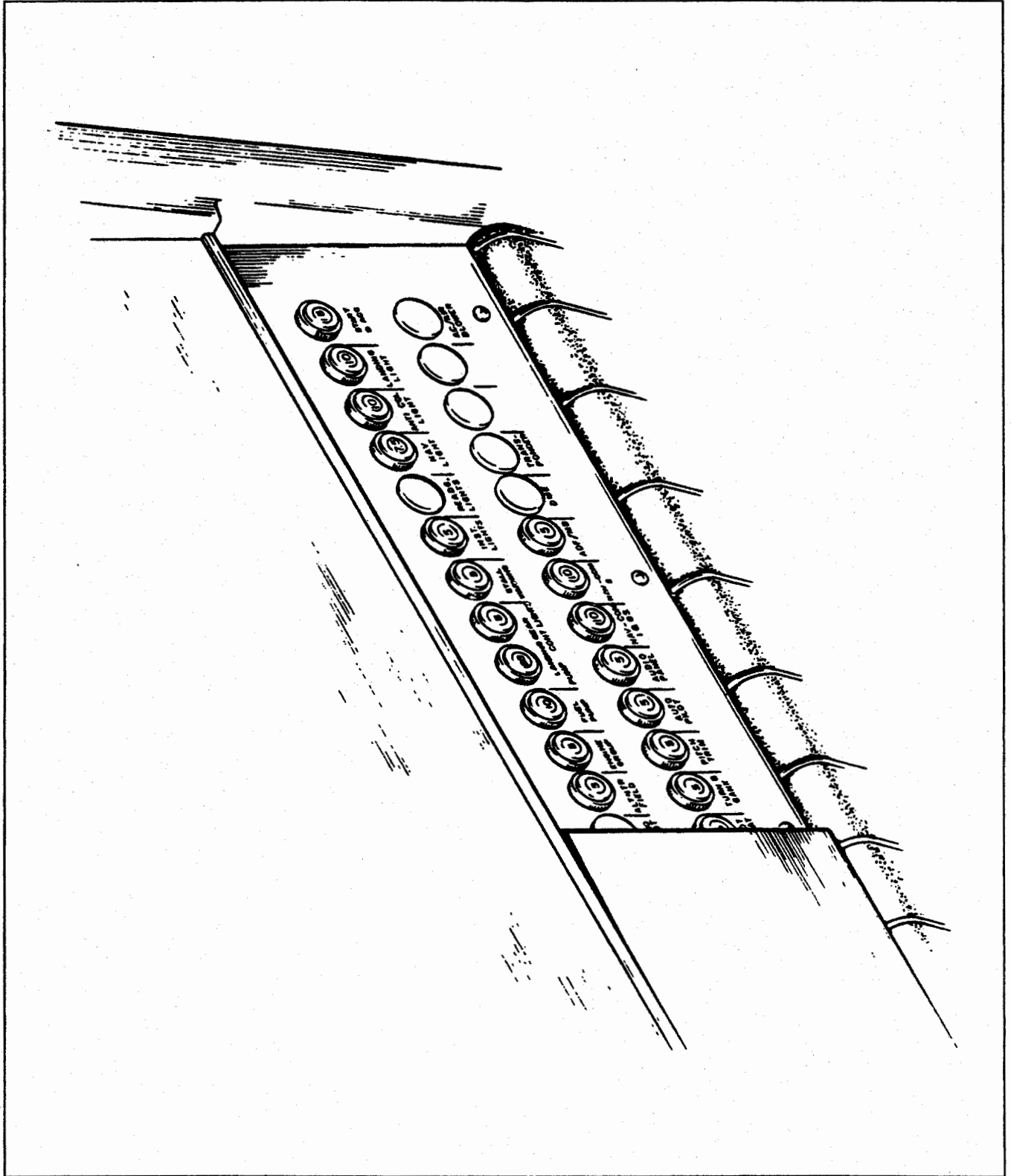
The master switch is a split switch with the left half operating the master relay and the right half energizing the alternator. This switch is interlocked so that the alternator cannot be operated without the battery. For normal operation, be sure that both halves are turned on.

WARNING

When optional panel lights are installed, radio dimming switch must be off to obtain gear lights full intensity during daytime flying. When aircraft is operated at night and panel light radio dimming switch is turned on, gear lights will automatically dim.

WARNING

Anti-collision lights should not be operating when flying through cloud, fog or haze, since the reflected light can produce spatial disorientation. Strobe lights should not be used in close proximity to the ground such as during taxiing, takeoff or landing.



CIRCUIT BREAKER PANEL

Figure 7-19

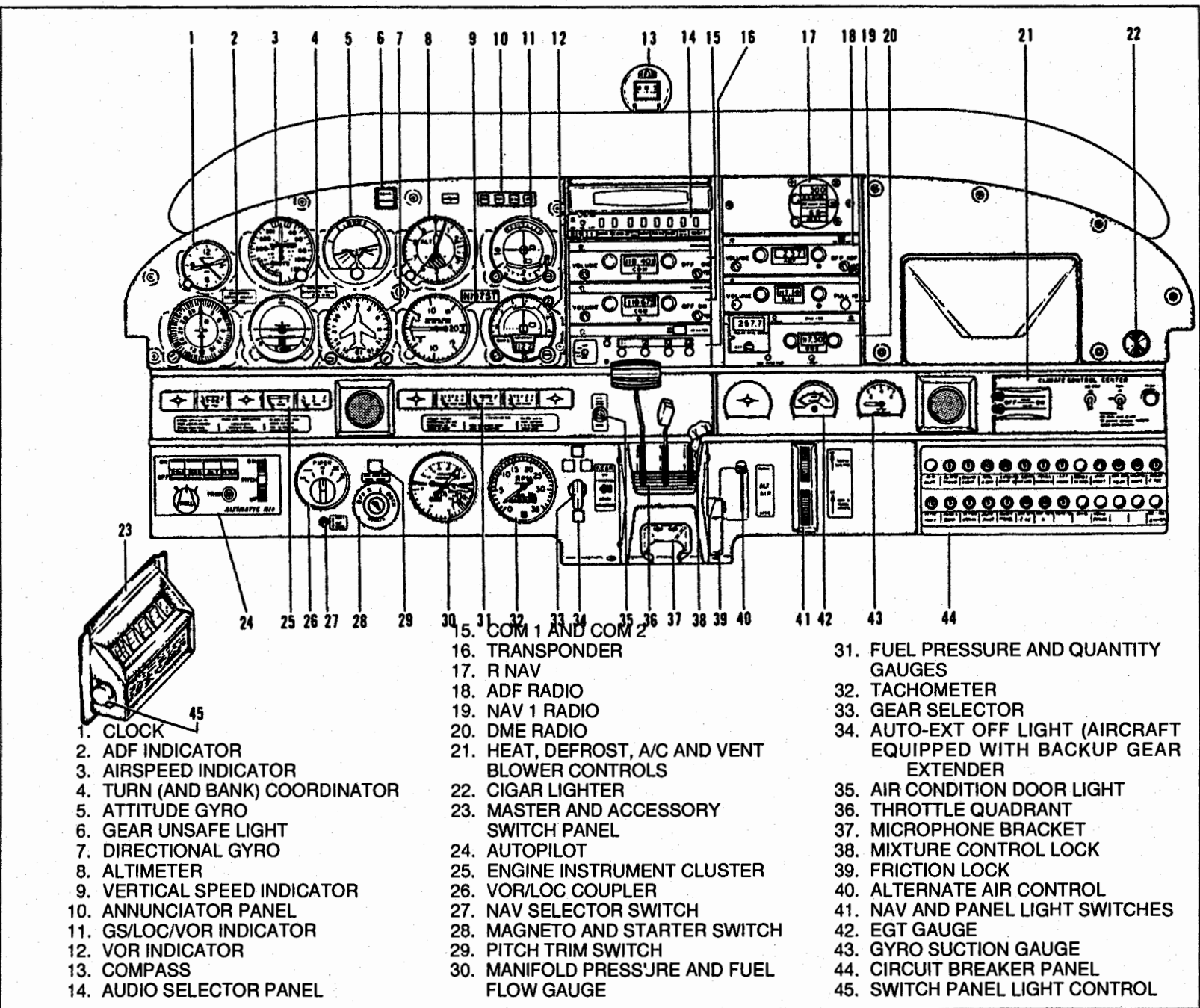
7.19 VACUUM SYSTEM

The vacuum system is designed to operate the air driven gyro instruments. This includes the directional and attitude gyros when installed. The system consists of an engine driven vacuum pump, a vacuum regulator, a filter and the necessary plumbing.

The vacuum pump is a dry type pump which eliminates the need for an air/oil separator and its plumbing. A shear drive protects the pump from damage. If the drive shears the gyros will become inoperative.

The vacuum gauge, mounted on the right instrument panel to the right of the radios, (refer to Figure 7-21) provides valuable information to the pilot about the operation of the vacuum system. A decrease in pressure in a system that has remained constant over an extended period, may indicate a dirty filter, dirty screens, possibly a sticking vacuum regulator or leak in system (a low vacuum indicator light is provided in the annunciator panel). Zero pressure would indicate a sheared pump drive, defective pump, possibly a defective gauge or collapsed line. In the event of any gauge variation from the norm, the pilot should have a mechanic check the system to prevent possible damage to the system components or eventual failure of the system.

A vacuum regulator is provided in the system to protect the gyros. The valve is set so the normal vacuum reads $5.0 \pm .1$ inches of mercury, a setting which provides sufficient vacuum to operate all the gyros at their rated RPM. Higher settings will damage the gyros and with a low setting the gyros will be unreliable. The regulator is located behind the instrument panel.



- | | | |
|--|--|---|
| <ol style="list-style-type: none"> 1. CLOCK 2. ADF INDICATOR 3. AIRSPEED INDICATOR 4. TURN (AND BANK) COORDINATOR 5. ATTITUDE GYRO 6. GEAR UNSAFE LIGHT 7. DIRECTIONAL GYRO 8. ALTIMETER 9. VERTICAL SPEED INDICATOR 10. ANNUNCIATOR PANEL 11. GS/LOC/VOR INDICATOR 12. VOR INDICATOR 13. COMPASS 14. AUDIO SELECTOR PANEL | <ol style="list-style-type: none"> 15. COM 1 AND COM 2 16. TRANSPONDER 17. R NAV 18. ADF RADIO 19. NAV 1 RADIO 20. DME RADIO 21. HEAT, DEFROST, A/C AND VENT BLOWER CONTROLS 22. CIGAR LIGHTER 23. MASTER AND ACCESSORY SWITCH PANEL 24. AUTOPILOT 25. ENGINE INSTRUMENT CLUSTER 26. VOR/LOC COUPLER 27. NAV SELECTOR SWITCH 28. MAGNETO AND STARTER SWITCH 29. PITCH TRIM SWITCH 30. MANIFOLD PRESS'URE AND FUEL FLOW GAUGE | <ol style="list-style-type: none"> 31. FUEL PRESSURE AND QUANTITY GAUGES 32. TACHOMETER 33. GEAR SELECTOR 34. AUTO-EXT OFF LIGHT (AIRCRAFT EQUIPPED WITH BACKUP GEAR EXTENDER) 35. AIR CONDITION DOOR LIGHT 36. THROTTLE QUADRANT 37. MICROPHONE BRACKET 38. MIXTURE CONTROL LOCK 39. FRICTION LOCK 40. ALTERNATE AIR CONTROL 41. NAV AND PANEL LIGHT SWITCHES 42. EGT GAUGE 43. GYRO SUCTION GAUGE 44. CIRCUIT BREAKER PANEL 45. SWITCH PANEL LIGHT CONTROL |
|--|--|---|

INSTRUMENT PANEL

Figure 7-21

7.21 INSTRUMENT PANEL

The instrument panel of the Cherokee Lance is designed to accommodate the customary advanced flight instruments and the normally required power plant instruments. The artificial horizon and directional gyro are vacuum operated and are located in the center of the left hand instrument panel. The vacuum gauge is located on the right hand instrument panel. The turn indicator, on the left side, is electrically operated.

The radios are located in the center section of the panel, and the circuit breakers are in the lower right corner of the panel.

An annunciator panel is mounted in the upper instrument panel to warn the pilot of a possible malfunction in the alternator, oil pressure, or vacuum systems.

7.23 PITOT-STATIC SYSTEM

The system supplies both pitot and static pressure for the airspeed indicator, altimeter and vertical speed indicator (when installed).

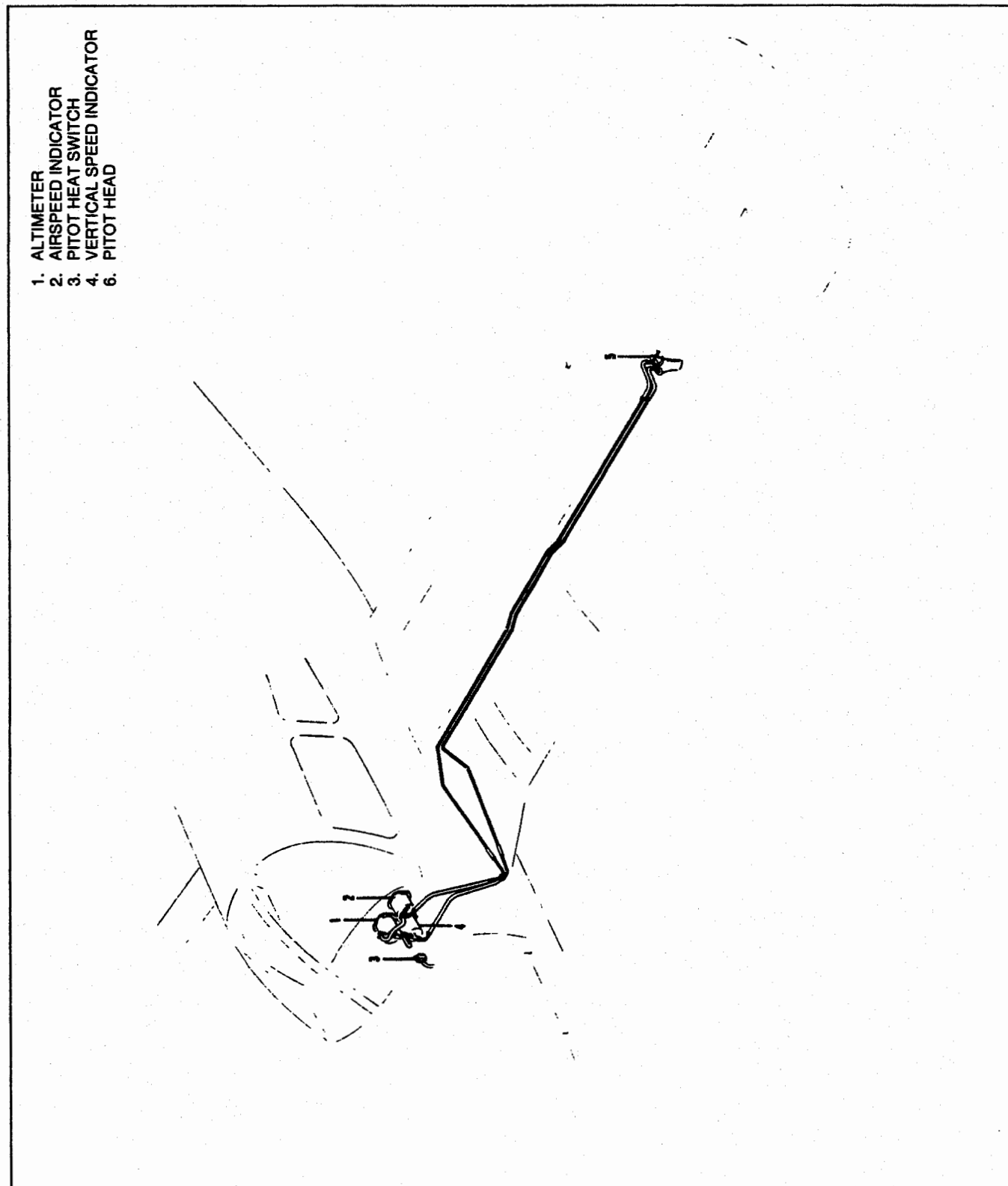
Pitot and static pressure are picked up by the pitot head on the bottom of the left wing. An optional heated pitot head, which alleviates problems with icing or heavy rain, is available. The switch for pitot heat is located on the switch panel to the pilot's left.

An alternate static source is available as optional equipment. The control valve is located below the left side of the instrument panel. When the valve is set in the alternate position, the altimeter, vertical speed indicator and airspeed indicator will be using cabin air for static pressure. The storm window and cabin vents must be closed and the cabin heater and defroster must be on during alternate static source operation. The altimeter error is less than 50 feet unless otherwise placarded.

To prevent bugs and water from entering the pitot and static pressure holes when the airplane is parked, a cover should be placed over the pitot head. A partially or completely blocked pitot head will give erratic or zero readings on the instruments.

NOTE

During preflight, check to make sure the pitot cover is removed.



PITOT-STATIC SYSTEM

Figure 7-23

7.25 CABIN FEATURES

For ease of entry and exit and for pilot and passenger comfort, the front seats are adjustable fore and aft. All seats recline and have armrests and are available with optional headrests. The front seats can be equipped with optional vertical adjustment. The center and rear seats may be removed for additional cargo space:

NOTE

To remove the center seats, retainers securing the back legs of the seats must be unlocked. This is accomplished on earlier models by turning the slotted head aft of each back leg ninety degrees with a coin or a screwdriver. In the locked position, the slot on the head runs fore to aft. Releasing the retainers on later models is accomplished by depressing the plunger behind each rear leg. Any time the seats are installed in the airplane, the retainers should be in the locked position. To remove the rear seats, depress the plunger behind each front leg and slide seat to rear.

An optional jump seat can be installed between the two middle seats to give the airplane a seven-place capacity.

Single strap shoulder harnesses controlled by inertia reels are standard equipment for the front seats and are offered as optional equipment for the third, fourth, fifth and sixth seats, but not for the seventh seat. The shoulder strap is routed over the shoulder adjacent to the windows and attached to the lap belt in the general area of the person's inboard hip.

The inertia reel should be checked by tugging sharply on the strap. The reel will lock in place under this test and prevent the strap from extending. Under normal movement, the strap will extend and retract as required.

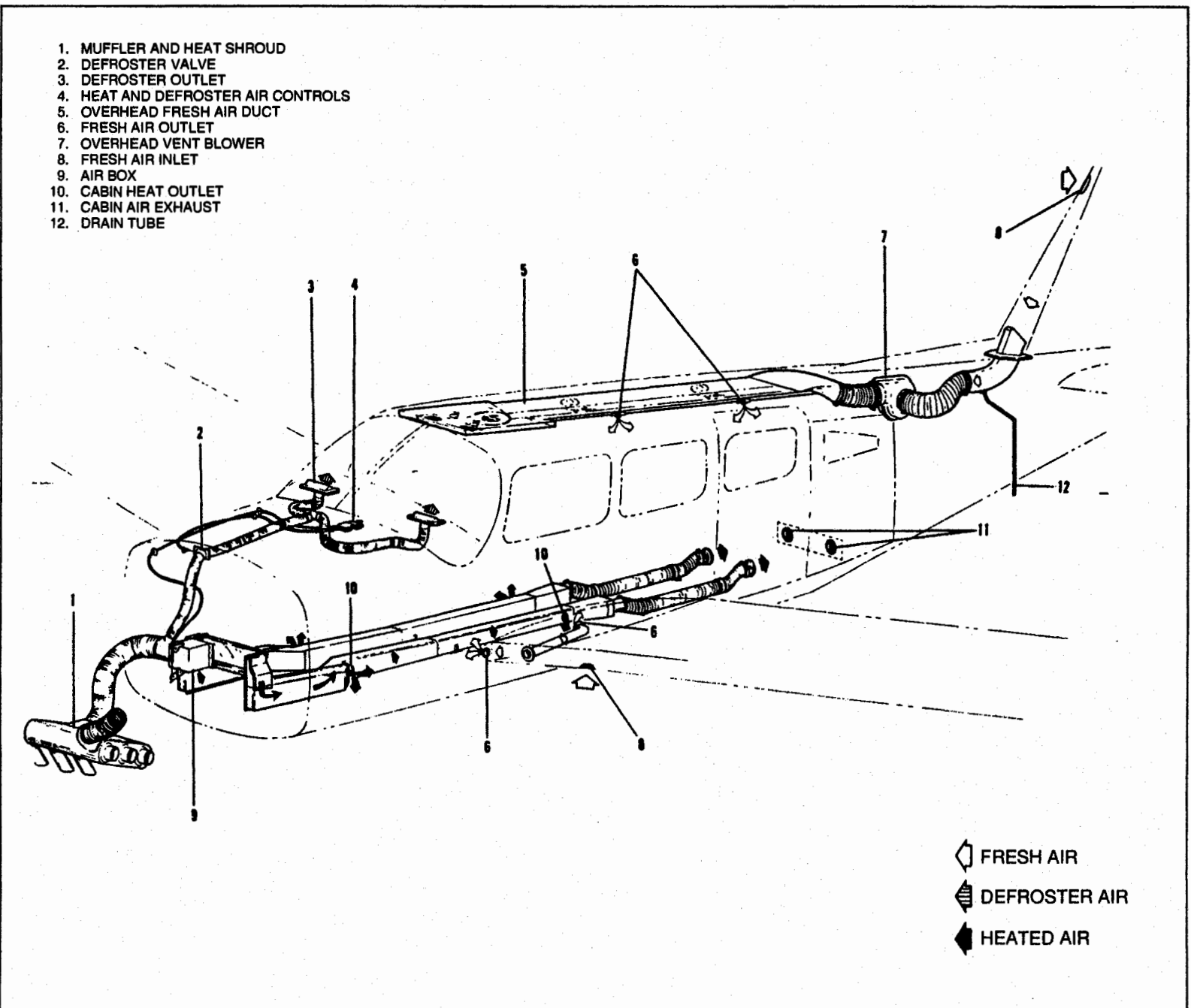
An optional club seating interior is also available. In the club seating interior the center seats face aft. These seats are equipped with lap belts only. Removal of the seats is accomplished by removing the two bolts holding the aft attach points and sliding the seat aft.

An optional refreshment console is located between the center seats. It is removed in an identical manner to the center seats.

7.27 BAGGAGE AREA

The airplane has two separate baggage areas, each with a 100 pound capacity. A 7 cubic foot forward luggage compartment, located just aft of the fire wall, is accessible through a 16 x 22 inch door on the right side of the fuselage. A 17.3 cubic foot aft compartment is located behind the fifth and sixth seats and is accessible through the cargo door on the aft side of the fuselage and during flight from inside the cabin.

An automatic forward baggage light feature is available which utilizes a magnetic reed switch and a magnet for activation. The switch and magnet are mounted just above the hinge line of the forward baggage door.



HEATING AND VENTILATING SYSTEM

Figure 7-25

Opening the baggage door fully causes activation of the switch which illuminates the baggage light. The baggage light is independent of the aircraft master switch; therefore, the light will illuminate regardless of the position of the master switch. The baggage door should not be left open for extended time periods, as battery depletion could result.

NOTE

It is the pilot's responsibility to be sure when the baggage is loaded that the airplane's C.G. falls within the allowable C.G. range. (Refer to Weight and Balance Section.)

7.29 HEATING AND VENTILATING SYSTEM

Fresh air is ducted from the front left engine baffle to the heater muff by a flexible hose. Hot air from the heater muff is routed through a flexible hose on the right side of the engine compartment, to the valve box mounted on the fire wall just above the tunnel cut out. It is then ducted down each side of the tunnel below the baggage floor to the cabin ducting and outlets (Figure 7-25).

Defrost heat is bled off from the main flow at the valve box and routed through flexible hose to a shut-off valve located to the right of center at the top of the fire wall. From this point, it is ducted to the defroster outlets.

Fresh air inlets are located in the leading edge of each wing at the intersection of the tapered and straight sections, and in the leading edge of the fin. Two adjustable outlets are located on each side of the cabin, one forward and one aft of the front seat near the floor. There are also adjustable outlets above each seat. In airplanes without air conditioning, an optional blower may be added to the overhead vent system to aid in the circulation of cabin air.

7.31 STALL WARNING

An approaching stall is indicated by a stall warning horn which is activated between five and ten knots above stall speed. Mild airframe buffeting and gentle pitching may also precede the stall. Stall speeds are shown on graphs in the Performance Section. The stall warning horn emits a continuous sound. The landing gear warning horn is different in that it emits a 90 cycle per minute beeping sound. The stall warning horn is activated by a lift detector installed on the leading edge of the left wing. During preflight, the stall warning system should be checked by turning the master switch "ON," lifting the detector and checking to determine if the horn is actuated.

7.33 FINISH

All exterior surfaces are primed with etching primer and finished with acrylic lacquer.

7.35 AIR CONDITIONING*

The air conditioning system is a recirculating air system. The major components include an evaporator, a condenser, a compressor, a blower, switches and temperature controls.

The evaporator is located behind the rear baggage compartment. This cools the air used for the air conditioning system.

The condenser is mounted on a retractable scoop located on the bottom of the fuselage and to the rear of the baggage compartment area. The scoop extends when the air conditioner is ON and retracts to a flush position when the system is OFF.

The compressor is mounted on the forward right underside of the engine. It has an electric clutch which automatically engages or disengages the compressor to the belt drive system of the compressor.

Air from the baggage area is drawn through the evaporator by the blower and distributed through an overhead duct to individual outlets located adjacent to each occupant.

The switches and temperature control are located on the lower right side of the instrument panel in the climate control center panel. The temperature control regulates the temperature of the cabin. Turning the control clockwise increases cooling; counterclockwise decreases cooling.

The fan speed switch and the air conditioning ON-OFF switch are inboard of the temperature control. The fan can be operated independently of the air conditioning; however, the fan must be on for air conditioner operation. Turning either switch off will disengage the compressor clutch and retract the condenser door. Cooling air should be felt within one minute after the air conditioner is turned on.

NOTE

If the system is not operating in 5 minutes, turn the system OFF until the fault is corrected.

The fan switch allows operation of the fan with the air conditioner turned OFF to aid in cabin air circulation. "LOW," "MED" or "HIGH" can be selected to direct a flow of air through the air conditioner outlets in the overhead duct. These outlets can be adjusted or turned off individually.

The condenser door light is located to the right of the engine instrument cluster in front of the pilot. The door light illuminates when the door is open and is off when the door is closed.

A circuit breaker on the circuit breaker panel protects the air conditioning electrical system.

Whenever the throttle is in the full forward position, it actuates a micro switch which disengages the compressor and retracts the scoop. This allows maximum power and maximum rate of climb. The fan continues to operate and the air will remain cool for about one minute. When the throttle is retarded approximately 1/4 inch, the clutch will engage, the scoop will extend, and the system will again supply cool, dry air.

*Optional equipment

7.37 PIPER EXTERNAL POWER*

An optional starting installation known as Piper External Power (PEP) is accessible through a receptacle located on the left side of the nose section aft of the cowling. An external battery can be connected to the socket, thus allowing the operator to crank the engine without having to gain access to the airplane's battery.

7.39 EMERGENCY LOCATOR TRANSMITTER*

The Emergency Locator Transmitter (ELT) when installed, is located in the aft portion of the fuselage just below the stabilator leading edge and is accessible through a plate on the right side of the fuselage. This plate is attached with three slotted-head nylon screws for ease of removal; these screws may be readily removed with a variety of common items such as a dime, a key, a knife blade, etc. If there are no tools available in an emergency the screw heads may be broken off by any means. The ELT is an emergency locator transmitter which meets the requirements of FAR 91.52. The unit operates on a self-contained battery.

The battery has a useful life of 10 years. However, to comply with FAA regulations it must be replaced after 5 years of shelf life or service life. The battery should also be replaced if the transmitter has been used in an emergency situation or if accumulated test time exceeds one hour. The replacement date is marked on the transmitter label.

On the unit itself is a three position selector switch placarded "OFF," "ARM" and "ON." The "ARM" position is provided to set the unit to the automatic position so that it will transmit only after impact and will continue to transmit until the battery is drained to depletion or until the switch is manually moved to the "OFF" position. The "ARM" position is selected when the transmitter is installed at the factory and the switch should remain in that position whenever the unit is installed in the airplane. The "ON" position is provided so the unit can be used as a portable transmitter or in the event the automatic feature was not triggered by impact or to periodically test the function of the transmitter.

Select the "OFF" position when changing the battery, when rearming the unit if it has been activated for any reason, or to discontinue transmission.

NOTE

If the switch has been placed in the "ON" position for any reason, the "OFF" position has to be selected before selecting "ARM." If "ARM" is selected directly from the "ON" position, the unit will continue to transmit in the "ARM" position.

A pilot's remote switch, located on the left side panel, is provided to allow the transmitter to be controlled from inside the cabin. The pilot's remote switch is placarded "ON, AUTO/ARM and OFF/RESET." The switch is normally left in the "AUTO/ARM" position. To turn the transmitter off, move the switch momentarily to the "OFF/RESET" position. The aircraft master switch must be "ON" to turn the transmitter "OFF." To actuate the transmitter for tests or other reasons, move the switch upward to the "ON" position and leave it in that position as long as transmission is desired.

The unit is equipped with a portable antenna to allow the locator to be removed from the airplane in case of an emergency and used as a portable signal transmitter.

*Optional equipment

The locator should be checked during the ground check to make certain the unit has not been accidentally activated. Check by tuning a radio receiver to 121.5 MHz. If there is an oscillating sound, the locator may have been activated and should be turned off immediately. Reset to the "ARM" position and check again to insure against outside interference.

NOTE

If for any reason a test transmission is necessary, the test transmission should be conducted only in the first five minutes of any hour and limited to three audio sweeps. If tests must be made at any other time, the tests should be coordinated with the nearest FAA tower or flight service station.

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SECTION 8

AIRPLANE HANDLING, SERVICING, AND MAINTENANCE

8.1 GENERAL

This section provides guidelines relating to the handling, servicing, and maintenance of the Cherokee Lance. For complete maintenance instructions, refer to the PA-32R-300 Service Manual.

Every owner should stay in close contact with an authorized Piper Service Center or Piper's Customer Services Department to obtain the latest information pertaining to their airplane, and to avail themselves of Piper Aircraft's support systems.

Piper Aircraft Corporation takes a continuing interest in having owners get the most efficient use from their airplane and keeping it in the best mechanical condition. Consequently, Piper Aircraft, from time to time, issues service releases including Service Bulletins, Service Letters, Service Spares Letters, and others relating to the airplane.

Piper Service Bulletins are of special importance and Piper considers compliance mandatory. These are sent directly to the latest FAA-registered owners in the United States (U.S.) and Piper Service Centers worldwide. Depending on the nature of the release, material and labor allowances may apply. This information is provided to all authorized Piper Service Centers.

Service Letters deal with product improvements and servicing techniques pertaining to the airplane. They are sent to Piper Service Centers and, if necessary, to the latest FAA-registered owners in the U.S. Owners should give careful attention to Service Letter information.

Service Spares Letters offer improved parts, kits, and optional equipment which were not available originally, and which may be of interest to the owner.

Piper Aircraft Corporation offers a subscription service for Service Bulletins, Service Letters, and Service Spares Letters. This service is available to interested persons such as owners, pilots, and mechanics at a nominal fee, and may be obtained through an authorized Piper Service Center or Piper's Customer Services Department.

Maintenance manuals, parts catalogs, and revisions to both, are available from Piper Service Centers or Piper's Customer Services Department.

Any correspondence regarding the airplane should include the airplane model and serial number to ensure proper response.

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8.3 AIRPLANE INSPECTION PERIODS

Piper Aircraft Corporation has developed inspection items and required inspection intervals for the PA-32R-300 (see PA-32R-300 Service and Inspection Manuals). The PA-32R-300 Inspection Manual contains appropriate forms, and all inspection procedures should be complied with by a properly trained, knowledgeable, and qualified mechanic at an authorized Piper Service Center or a reputable repair shop. Piper Aircraft Corporation cannot accept responsibility for the continued airworthiness of any aircraft not maintained to these standards, and/or not brought into compliance with applicable Service Bulletins issued by Piper Aircraft Corporation, instructions issued by the engine, propeller, or accessory manufacturers, or Airworthiness Directives issued by the FAA.

A programmed Inspection, approved by the Federal Aviation Administration (FAA), is also available to the owner. This involves routine and detailed inspections to allow maximum utilization of the airplane. Maintenance inspection costs are reduced, and the maximum standard of continued airworthiness is maintained. Complete details are available from Piper Aircraft Corporation.

In addition, but in conjunction with the above, the FAA requires periodic inspections on all aircraft to keep the Airworthiness Certificate in effect. The owner is responsible for assuring compliance with these inspection requirements and for maintaining proper documentation in logbooks and/or maintenance records.

A spectrographic analysis of the engine oil is available from several sources. This inspection, if performed properly, provides a good check of the internal condition of the engine. To be accurate, induction air filters must be cleaned or changed regularly, and oil samples must be taken and sent in at regular intervals.

8.5 PREVENTIVE MAINTENANCE

The holder of a pilot certificate issued under Federal Aviation Regulations (FAR) Part 61 may perform certain preventive maintenance as defined in the FARs. This maintenance may be performed only on an aircraft which the pilot owns and operates, and which is not used in air carrier or air taxi/commercial operations service.

All other aircraft maintenance must be accomplished by a person or facility appropriately certificated by the Federal Aviation Administration (FAA) to perform that work

Anytime maintenance is accomplished, an entry must be made in the appropriate aircraft maintenance records. The entry shall include:

- (a) The date the work was accomplished.
- (b) Description of the work.
- (c) Number of hours on the aircraft.
- (d) The certificate number of pilot performing the work.
- (e) Signature of the individual doing the work.

8.7 AIRPLANE ALTERATIONS

If the owner desires to have his aircraft modified, he must obtain FAA approval for the alteration. Major alterations accomplished in accordance with Advisory Circular 43.13-2, when performed by an A & P mechanic, may be approved by the local FAA office. Major alterations to the basic airframe or systems not covered by AC 43.13-2 require a Supplemental Type Certificate.

The owner or pilot is required to ascertain that the following Aircraft Papers are in order and in the aircraft.

- (a) To be displayed in the aircraft at all times:
 - (1) Aircraft Airworthiness Certificate Form FAA-8100-2.
 - (2) Aircraft Registration Certificate Form FAA-8050-3.
 - (3) Aircraft Radio Station License if transmitters are installed.

- (b) To be carried in the aircraft at all times:
 - (1) Pilot's Operating Handbook.
 - (2) Weight and Balance data plus a copy of the latest Repair and Alteration Form FAA-337, if applicable.
 - (3) Aircraft equipment list.

Although the aircraft and engine logbooks are not required to be in the aircraft, they should be made available upon request. Logbooks should be complete and up to date. Good records will reduce maintenance cost by giving the mechanic information about what has or has not been accomplished.

8.9 GROUND HANDLING

(a) Towing

The airplane may be moved on the ground by the use of the nose wheel steering bar that is stowed in the rear baggage compartment or by power equipment that will not damage or excessively strain the nose gear steering assembly. Towing lugs are incorporated as part of the nose gear fork.

CAUTION

When towing with power equipment, do not turn the nose gear beyond its steering radius in either direction, as this will result in damage to the nose gear and steering mechanism.

CAUTION

Do not tow the airplane when the controls are secured.

In the event towing lines are necessary, ropes should be attached to both main gear struts as high up on the tubes as possible. Lines should be long enough to clear the nose and/or tail by not less than fifteen feet, and a qualified person should ride in the pilot's seat to maintain control by use of the brakes.

(b) Taxiing

Before attempting to taxi the airplane, ground personnel should be instructed and approved by a qualified person authorized by the owner. Engine starting and shut-down procedures as well as taxi techniques should be covered. When it is ascertained that the propeller back blast and taxi areas are clear, the parking brake is released and power is applied to start the taxi roll. The following checks should be performed:

- (1) Taxi a few feet forward and apply the brakes to determine their effectiveness.
- (2) Taxi with the propeller set in low pitch, high RPM setting.
- (3) While taxiing, make slight turns to ascertain the effectiveness of the steering.
- (4) Observe wing clearance when taxiing near buildings or other stationary objects. If possible, station an observer outside the airplane.
- (5) When taxiing over uneven ground, avoid holes and ruts.
- (6) Do not operate the engine at high RPM when running up or taxiing over ground containing loose stones, gravel, or any loose material that may cause damage to the propeller blades.

(c) Parking

When parking the airplane, be sure that it is sufficiently protected from adverse weather conditions and that it presents no danger to other aircraft. When parking the airplane for any length of time or overnight, it is suggested that it be moored securely.

- (1) To park the airplane, head it into the wind if possible.
- (2) Set the parking brake by pulling back on the brake lever and depressing the knob on the handle. To release the parking brake, pull back on the handle until the catch disengages; then allow the handle to swing forward.

CAUTION

Care should be taken when setting brakes that are overheated or during cold weather when accumulated moisture may freeze a brake.

- (3) Aileron and stabilator controls should be secured with the front seat belt and chocks used to properly block the wheels.

(d) Mooring

The airplane should be moored for immovability, security and protection. The following procedures should be used for the proper mooring of the airplane:

- (1) Head the airplane into the wind if possible.
- (2) Retract the flaps.
- (3) Immobilize the ailerons and stabilator by looping the seat belt through the control wheel and pulling it snug.
- (4) Block the wheels.
- (5) Secure tie-down ropes to the wing tie-down rings and to the tail skid at approximately 45 degree angles to the ground. When using rope of non-synthetic material, leave sufficient slack to avoid damage to the airplane should the ropes contract.

CAUTION

Use bowline knots, square knots or locked slip knots. Do not use plain slip knots.

NOTE

Additional preparations for high winds include using tie-down ropes from the landing gear forks and securing the rudder.

- (6) Install a pitot head cover if available. Be sure to remove the pitot head cover before flight.
- (7) Cabin and baggage doors should be locked when the airplane is unattended.

8.11 ENGINE AIR FILTER

(a) Removing Engine Air Filter

- (1) Remove the access door on left side of lower cowl.
- (2) Remove the wing nuts securing the filter. Remove the filter.

(b) Cleaning Engine Air Filter

The injector air filter must be cleaned at least once every 50 hours, and more often, even daily, when operating in dusty conditions. Extra filters are inexpensive, and a spare should be kept on hand for use as a rapid replacement.

To clean the filter:

- (1) Tap the filter gently to remove dirt particles, being careful not to damage the filter. DO NOT wash the filter in any liquid. DO NOT attempt to blow out dirt with compressed air.
- (2) If the filter is excessively dirty or shows any damage, replace it immediately.
- (3) Wipe the filter housing with a clean cloth soaked in unleaded gasoline. When the housing is clean and dry, install the filter.

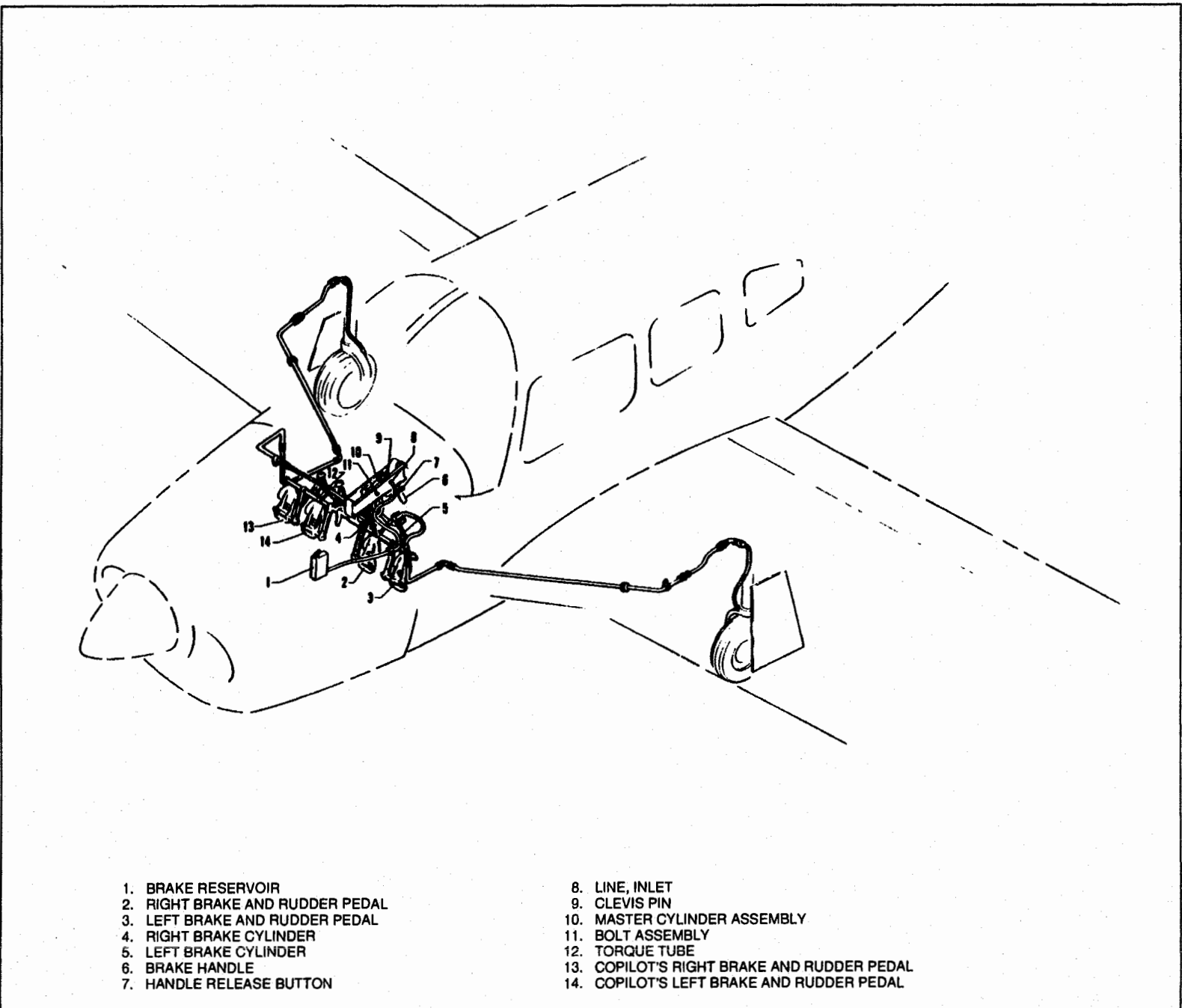
(c) Installation Of Engine Air Filter

After cleaning or when replacing the filter, install the filter in the reverse order of removal.

8.13 BRAKE SERVICE

The brake system is filled with MIL-H-5606 (petroleum base) hydraulic brake fluid. The fluid level should be checked periodically or at every 100 hour inspection and replenished when necessary. The brake reservoir is located on the left side of the fire wall in the engine compartment. If the entire system must be refilled, fill with fluid under pressure from the brake end of the system. This will eliminate air from the system.

No adjustment of the brake clearances is necessary. If after extended service brake blocks become excessively worn, they should be replaced with new segments.



BRAKE SYSTEM

Figure 8-1

8.15 LANDING GEAR SERVICE

The main landing gear uses Cleveland Aircraft Products 6.00 x 6 wheels with 6.00 x 6, eight-ply rating tires and tubes. The nose wheel uses a Cleveland Aircraft Products 5.00 x 5 wheel with a 5.00 x 5 six-ply rating, type III tire and tube. (Refer to paragraph 8.23.)

Wheels are removed by taking off the hub cap, cotter pin, axle nut, and the two bolts holding the brake segment in place. Mark tire and wheel for reinstallation; then dismount by deflating the tire, removing the three through-bolts from the wheel and separating the wheel halves.

Landing gear oleos on the Cherokee Lance should be serviced according to the instructions on the units. The main oleos should be extended under normal static load until $4.0 \pm .25$ inches of oleo piston tube is exposed, and the nose gear should show $2.60 \pm .25$ inches. To add air to the oleo struts, attach a strut pump to the valve assembly near the top of the oleo strut housing and pump the oleo to the desired position. To add oil, jack the aircraft, release the air pressure in the strut, remove the valve core and add oil through this opening with the strut extended. After the strut is full, compress it slowly and fully to allow excess air and oil to escape. With the strut still compressed reinsert the valve stem and pump up the strut as above.

In jacking the aircraft for landing gear or other service, two hydraulic jacks and a tail stand should be used. At least 250 pounds of ballast should be placed on the base of the tail stand before the airplane is jacked up. The hydraulic jacks should be placed under the jack points on the bottom of the wing and the airplane jacked up until the tail skid is at the right height to attach the tail stand. After the tail stand is attached and the ballast added, jacking may be continued until the airplane is at the height desired.

The steering arms from the rudder pedals to the nose wheel are adjusted at the rudder pedals or at the nose wheel by turning the threaded rod end bearings in or out. Adjustment is normally accomplished at the forward end of the rods and should be done in such a way that the nose wheel is in line with the fore and aft axis of the plane when the rudder pedals and rudder are centered. Alignment of the nose wheel can be checked by pushing the airplane back and forth with the rudder centered to determine that the plane follows a perfectly straight line. The turning arc of the nose wheel is $22.5^\circ \pm 2^\circ$ in either direction and is limited by stops at the rudder pedals.

8.17 PROPELLER SERVICE

The spinner and backing plate should be cleaned and inspected for cracks frequently. Before each flight the propeller should be inspected for nicks, scratches, and corrosion. If found, they should be repaired as soon as possible by a rated mechanic, since a nick or scratch causes an area of increased stress which can lead to serious cracks or the loss of a propeller tip. The back face of the blades should be painted when necessary with flat black paint to retard glare. To prevent corrosion, the surface should be cleaned and waxed periodically.

8.19 OIL REQUIREMENTS

The oil capacity of the Lycoming IO-540 series engine is 12 quarts, and the minimum safe quantity is 2-3/4 quarts. It is recommended that the oil be changed every 50 hours and sooner under unfavorable operating conditions. Time periods between oil changes should not exceed four months. The following grades are recommended for the specified temperatures:

Average Ambient Air Temperature For Starting	Single Viscosity Grade	Multi-Viscosity Grades
Above 60°F	SAE 50	SAE 40 or SAE 50
30° to 90°F	SAE 40	SAE 40
0° to 70°F	SAE 30	SAE 40 or 20W-30
Below 10°F	SAE 20	SAE 20W-30

8.21 FUEL SYSTEM

(a) Servicing Fuel System

At every 50 hour inspection, the fuel screens in the strainer and in the injector must be cleaned. The screen in the injector is located in the housing where the fuel line connects to the injector. The fuel strainer is located under the floor panel and is accessible for cleaning through an access plate on the underside of the fuselage. After cleaning, a small amount of grease applied to the gasket will facilitate reassembly.

(b) Fuel Requirements (AVGAS ONLY)

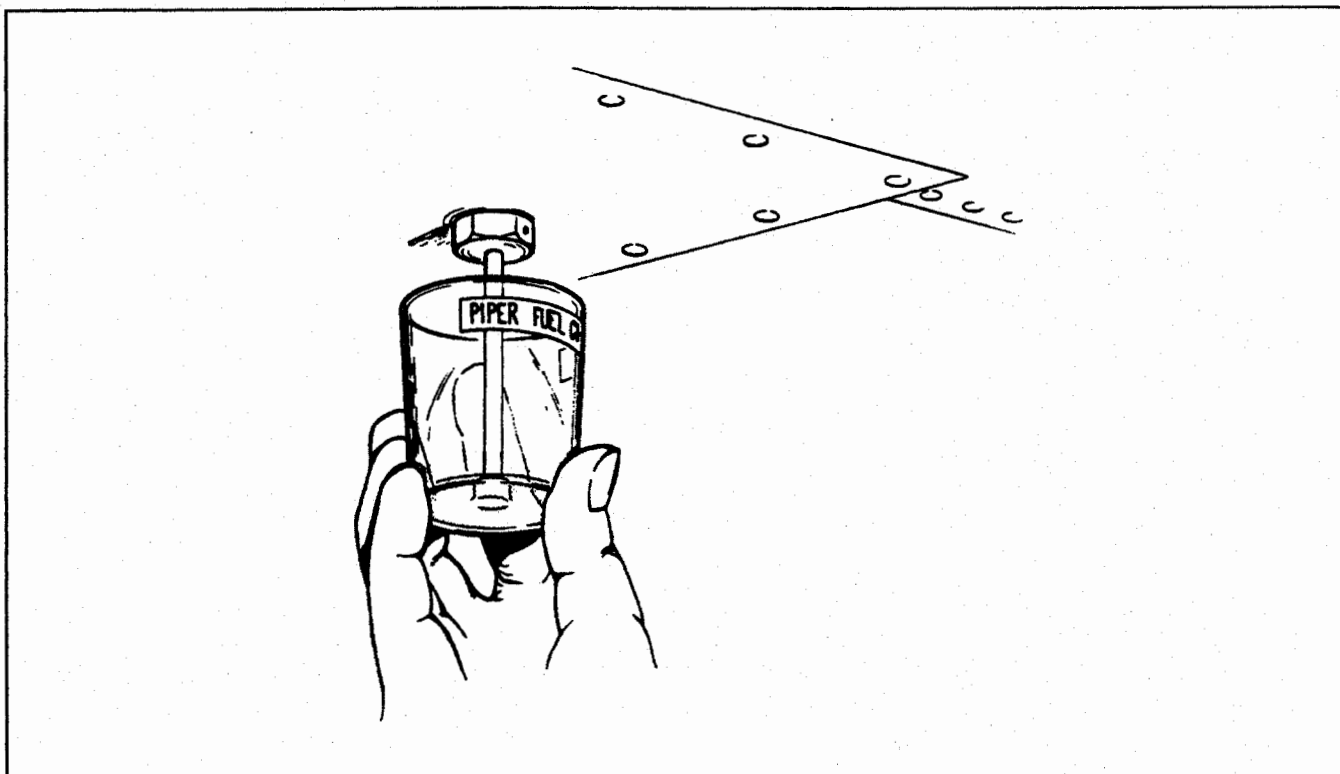
Aviation grade fuel with a minimum octane of 100/130 is specified for this airplane. Since the use of lower grades can cause serious engine damage in a short period of time, the engine warranty is invalidated by the use of unapproved fuels. Refer to the latest issue of Lycoming Service Instructions #1070 for approved alternate grade fuels.

(c) Filling Fuel Tanks

Observe all safety precautions required when handling gasoline. Fill the fuel tanks through the filler located on the forward slope of the wing. Each wing holds a maximum of 49 U.S. gallons. When using less than the standard 98 gallon capacity, fuel should be distributed equally between each side.

(d) Draining Fuel Strainer, Sumps, and Lines

The fuel tank sumps and strainer should be drained before the first flight of the day and after refueling to avoid the accumulation of water and sediment, and to check for proper fuel. Each fuel tank has an individual quick drain at the lower inboard corner. A fuel strainer with a fuel system quick drain is located at the lowest point in the system. Each tank sump should be drained through its individual quick drain until sufficient fuel has flowed to ensure the removal of any contaminants. The fuel strainer sump quick drain, operated by a lever inside the cabin on the right forward edge of the wing spar housing, should be opened while the fuel selector valve is moved through the two tank positions. Enough fuel should flow at each position to allow the fuel lines and the strainer to remove contaminants and to check for proper fuel. A container is provided for the checking of fuel clarity. (See Description - Airplane and Systems Section for more detailed



FUEL DRAIN

Figure 8-3

CAUTION

When draining fuel, be sure that no fire hazard exists before starting the engine.

After using the fuel system quick drain, check from outside the airplane to be sure that it has closed completely and is not leaking.

(e) Draining Fuel System

The bulk of the fuel may be drained by opening the individual drain on each tank. The remaining fuel may be drained through the fuel strainer.

8.23 TIRE INFLATION

For maximum service from the tires, keep them inflated to the proper pressures - 35 psi for the nose gear and 38 psi for the main gear. All wheels and tires are balanced before original installation, and the relationship of tire, tube, and wheel should be maintained upon reinstallation. Unbalanced wheels can cause extreme vibration in the landing gear; therefore, in the installation of new components, it may be necessary to rebalance the wheels with the tires mounted. When checking tire pressure, examine the tires for wear, cuts, bruises, and slippage.

8.25 BATTERY SERVICE

Access to the 12-volt battery is through an access panel in the left side of the fuselage and by removing the floor of the forward baggage compartment. The battery box has a plastic tube which is normally closed off with a cap and which should be opened occasionally to drain off any accumulation of liquid. The battery should be checked for proper fluid level. DO NOT fill the battery above the baffle plates. DO NOT fill the battery with acid - use water only. A hydrometer check will determine the percent of charge in the battery.

If the battery is not up to charge, recharge starting at a 4 amp rate and finishing with a 2 amp rate. Quick charges are not recommended.

8.27 CLEANING

(a) Cleaning Engine Compartment

Before cleaning the engine compartment, place a strip of tape on the magneto vents to prevent any solvent from entering these units.

- (1) Place a large pan under the engine to catch waste.
- (2) With the engine cowling removed, spray or brush the engine with solvent or a mixture of solvent and degreaser. In order to remove especially heavy dirt and grease deposits, it may be necessary to brush areas that were sprayed.

CAUTION

Do not spray solvent into the alternator, vacuum pump, starter, or air intakes.

- (3) Allow the solvent to remain on the engine from five to ten minutes. Then rinse the engine clean with additional solvent and allow it to dry.

CAUTION

Do not operate the engine until excess solvent has evaporated or otherwise been removed.

- (4) Remove the protective tape from the magnetos.
- (5) Lubricate the controls, bearing surfaces, etc., in accordance with the Lubrication Chart.

(b) Cleaning Landing Gear

Before cleaning the landing gear, place a plastic cover or similar material over the wheel and brake assembly.

- (1) Place a pan under the gear to catch waste.
- (2) Spray or brush the gear area with solvent or a mixture of solvent and degreaser, as desired. Where heavy grease and dirt deposits have collected, it may be necessary to brush areas that were sprayed, in order to clean them.
- (3) Allow the solvent to remain on the gear from five to ten minutes. Then rinse the gear with additional solvent and allow to dry.
- (4) Remove the cover from the wheel and remove the catch pan.
- (5) Lubricate the gear in accordance with the Lubrication Chart.
- (6) Caution: Do not brush the micro switches.

(c) Cleaning Exterior Surfaces

The airplane should be washed with a mild soap and water. Harsh abrasives or alkaline soaps or detergents could make scratches on painted or plastic surfaces or could cause corrosion of metal. Cover areas where cleaning solution could cause damage. To wash the airplane, use the following procedure:

- (1) Flush away loose dirt with water.
- (2) Apply cleaning solution with a soft cloth, a sponge or a soft bristle brush.
- (3) To remove exhaust stains, allow the solution to remain on the surface longer.
- (4) To remove stubborn oil and grease, use a cloth dampened with naphtha.
- (5) Rinse all surfaces thoroughly.
- (6) Any good automotive wax may be used to preserve painted surfaces. Soft cleaning cloths or a chamois should be used to prevent scratches when cleaning or polishing. A heavier coating of wax on the leading surfaces will reduce the abrasion problems in these areas.

(d) Cleaning Windshield and Windows

- (1) Remove dirt, mud and other loose particles from exterior surfaces with clean water.
- (2) Wash with mild soap and warm water or with aircraft plastic cleaner. Use a soft cloth or sponge in a straight back and forth motion. Do not rub harshly.
- (3) Remove oil and grease with a cloth moistened with kerosene.

CAUTION

Do not use gasoline, alcohol, benzene, carbon tetrachloride, thinner, acetone, or window cleaning sprays.

- (4) After cleaning plastic surfaces, apply a thin coat of hard polishing wax. Rub lightly with a soft cloth. Do not use a circular motion.
- (5) A severe scratch or mar in plastic can be removed by rubbing out the scratch with jeweler's rouge. Smooth both sides and apply wax.

(e) Cleaning Headliner, Side Panels and Seats

- (1) Clean headliner, side panels, and seats with a stiff bristle brush, and vacuum where necessary.**
- (2) Soiled upholstery, except leather, may be cleaned with a good upholstery cleaner suitable for the material. Carefully follow the manufacturer's instructions. Avoid soaking or harsh rubbing.**

CAUTION

Solvent cleaners require adequate ventilation.

- (3) Leather should be cleaned with saddle soap or a mild hand soap and water.**

(f) Cleaning Carpets

To clean carpets, first remove loose dirt with a whisk broom or vacuum. For soiled spots and stubborn stains use a nonflammable dry cleaning fluid. Floor carpets may be cleaned like any household carpet.

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**SECTION 9
SUPPLEMENTS**

9.1 GENERAL

This section provides information in the form of Supplements which are necessary for efficient operation of the airplane when equipped with one or more of the various optional systems and equipment not provided with the standard airplane.

All of the Supplements provided by this section are "FAA Approved" and consecutively numbered as a permanent part of this Handbook. The information contained in each Supplement applies only when the related equipment is installed in the airplane.

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SUPPLEMENT 1

AIR CONDITIONING INSTALLATION

SECTION 1 - GENERAL

This supplement supplies information necessary for the efficient operation of the airplane when the optional air conditioning system is installed. The information contained within this supplement is to be used "as described" in conjunction with the complete handbook.

This supplement has been 'FAA Approved' as a permanent part of this handbook and must remain in this handbook at all times when the optional air conditioning system is installed.

SECTION 2 - LIMITATIONS

- (a) To insure maximum climb performance the air conditioner must be turned "OFF" manually prior to takeoff to disengage the compressor and retract the condenser door. Also the air conditioner must be turned "OFF" manually before the landing approach in preparation for a possible go-around.
- (b) Placards
In full view of the pilot, in the area of the air conditioner controls when the air conditioner is installed:

**"WARNING - AIR CONDITIONER MUST BE OFF TO INSURE
NORMAL TAKEOFF CLIMB PERFORMANCE."**

In full view of the pilot, to the right of the engine gauges (condenser door light):

**"AIR COND DOOR
OPEN"**

SECTION 3 - EMERGENCY PROCEDURES

No changes to the basic Emergency Procedures provided by Section 3 of this Pilot's Operating Handbook are necessary for this supplement.

SECTION 4 - NORMAL PROCEDURES

Prior to takeoff, the air conditioner should be checked for proper operation as follows:

- (a) Check aircraft master switch "ON."
- (b) Turn the air conditioner control switch to "ON" and the fan switch to one of the operating positions - the "AIR COND DOOR OPEN" warning light will turn on, thereby indicating proper air conditioner condenser door actuation.
- (c) Turn the air conditioner control switch to "OFF" - the "AIR COND DOOR OPEN" warning light will go out, thereby indicating the air conditioner condenser door is in the up position.
- (d) If the "AIR COND DOOR OPEN" light does not respond as specified above, an air conditioner system or indicator bulb malfunction is indicated and further investigation should be conducted prior to flight.

The above operational check may be performed during night if an in flight failure is suspected.

The condenser door light is located to the right of the engine instrument cluster in front of the pilot. The door light illuminates when the door is open and is off when the door is closed.

SECTION 5 - PERFORMANCE

Operation of the air conditioner will cause slight decreases in cruise speed and range. Power from the engine is required to run the compressor, and the condenser door, when extended, causes a slight increase in drag. When the air conditioner is turned off there is normally no measurable difference in climb, cruise or range performance of the airplane.

NOTE

To insure maximum climb performance the air conditioner must be turned off manually before takeoff to disengage the compressor and retract the condenser door. Also the air conditioner must be turned off manually before the landing approach in preparation for a possible go-around.

Although the cruise speed and range are only slightly affected by the air conditioner operation, these changes should be considered in preflight planning. To be conservative, the following figures assume that the compressor is operating continuously while the airplane is airborne. This will be the case only in extremely hot weather.

- (a) The decrease in true airspeed is approximately 6 KTS at all power settings.
- (b) The decrease in range may be as much as 45 nautical miles for the 94 gallon capacity.

The climb performance is not compromised measurably with the air conditioner operating since the compressor is declutched and the condenser door is retracted, both automatically, when a full throttle position is selected. When the full throttle position is not used or in the event of a malfunction which would cause the compressor to operate and the condenser door to be extended, a decrease in rate of climb of as much as 100 fpm can be expected. Should a malfunction occur which prevents condenser door retraction when the compressor is turned off, a decrease in rate of climb of as much as 50 fpm can be expected.

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SUPPLEMENT 2

AUTOFLITE II AUTOPILOT INSTALLATION

SECTION 1 - GENERAL

This supplement supplies information necessary for the operation of the airplane when the optional AutoFlite II Autopilot is installed. The information contained within this supplement is to be used "as described" in conjunction with the complete handbook.

This supplement has been "FAA Approved" as a permanent part of this handbook and must remain in this handbook at all times when the optional AutoFlite II Autopilot is installed.

SECTION 2 - LIMITATIONS

- (a) Autopilot operation prohibited above 175 KIAS. (Autopilot Vmo)
- (b) Autopilot must be "OFF" for takeoff and landing.

SECTION 3 - EMERGENCY PROCEDURES

- (a) In case of malfunction, PRESS disconnect switch on pilot's control wheel.
- (b) In case of malfunction, overpower autopilot at either control wheel.
- (c) AutoFlite II master switch - OFF.
- (d) In climb, cruise or descent configuration a malfunction with a 3 second delay in recovery initiation may result in 50° bank and a 200' altitude loss.
- (e) In approach configuration, coupled or uncoupled, a malfunction with a 1 second delay in recovery initiation may result in a 15° bank and a 20' altitude loss.

SECTION 4 - NORMAL PROCEDURES

AUTOFLITE II PREFLIGHT INSPECTION

- (a) AutoFlite master switch - ON.
- (b) Rotate Turn Command Knob to left and right. Aircraft control wheels should rotate in corresponding directions.
- (c) With AutoFlite II on, rotate aircraft control wheel to left and right. Only light forces should be required to override roll servo clutch.
- (d) AutoFlite II master switch - OFF - rotate control wheel left and right to assure disengagement.

AUTOFLITE II IN-FLIGHT PROCEDURE

- (a) Engagement
 - (1) Check Turn Command Knob in center detent position.
 - (2) AutoFlite II master switch - ON.

- (b) Disengagement
 - (1) AutoFlite II master switch - OFF.

- (c) Heading Changes
 - (1) Move Trim Knob on instrument for Drift Correction from a Constant Heading.
 - (2) Move Turn Command Knob for left or right banked turns. Rotation of knob to stop will yield an appropriate bank angle to obtain an appropriate standard rate turn. Intermediate settings may be used for lesser turn rates.

- (d) OMNI Tracker
 - (1) Turn Command Knob - move to center detent position and push IN to engage tracker. Aircraft will track desired radial established on NAV 1 (or as selected, if equipped with a NAV Selector Switch).

Tracker must be engaged within 10° of being "on course," i.e. VOR course needle centered and aircraft heading within a 10° of VOR course.
 - (2) Trim Knob - push IN for high sensitivity. Use high sensitivity position for Localizer tracking and as desired for OMNI tracking.

- (e) Maintain directional trim during all autopilot operations.

SECTION 5 - PERFORMANCE

No changes to the basic performance provided by Section 5 of this Pilot's Operating Handbook are necessary for this supplement.

SUPPLEMENT 3

AUTOCONTROL IIIB AUTOPILOT INSTALLATION

SECTION 1 - GENERAL

This supplement supplies information necessary for the operation of the airplane when the optional Piper AutoControl IIIB Autopilot is installed. The information contained within this supplement is to be used "as described" in conjunction with the complete handbook.

This supplement has been "FAA Approved" as a permanent part of this handbook and must remain in this handbook at all times when the optional Piper AutoControl IIIB is installed.

SECTION 2 - LIMITATIONS

- (a) Autopilot operation prohibited above 175 KIAS. (Autopilot V_{mo})
- (b) Autopilot must be "OFF" for takeoff and landing.

SECTION 3 - EMERGENCY PROCEDURES

- (a) In an emergency, the AutoControl IIIB can be disconnected by pushing the roll ON-OFF Rocker Switch OFF.
- (b) The autopilot can be overpowered at either control wheel.
- (c) An autopilot runaway, with a 3 second delay in the initiation of recovery while operating in climb, cruise, or descending flight, could result in a 50° bank and a 200' altitude loss.
- (d) An autopilot runaway, with a 1 second delay in the initiation of recovery, during an approach operation, coupled or uncoupled, could result in a 15° bank and 20' altitude loss.

SECTION 4 - NORMAL PROCEDURES

PREFLIGHT INSPECTION

- (a) AUTOPILOT
 - (1) Place Radio Coupler in "HDG" Mode (if installed) and place the AP "ON-OFF" switch to the "ON" position to engage roll section. Rotate roll command knob left and right and observe that control wheel describes a corresponding left and right turn, then center knob.
 - (2) Set proper D.G. heading on D.G. and turn HDG bug to aircraft heading. Engage "HDG" mode rocker switch and rotate HDG bug right and left. Aircraft control wheel should turn same direction as bug. Grasp control wheel and manually override servo, both directions.

(b) RADIO COUPLER -(OPTIONAL)

- (1) Tune and identify VOR or VOT station. Position Radio Coupler to OMNI Mode. Engage Autopilot "ON" and HDG switches. Set HDG bug to aircraft heading and rotate O.B.S. to cause OMNI indicator needle to swing left and right slowly. Observe that control wheel rotates in direction of needle movement.
- (2) Disengage AP "ON-OFF" switch. Reset Radio Coupler control to HDG.

IN-FLIGHT

(a) Trim airplane (ball centered).

(b) Check air pressure vacuum to ascertain that the directional gyro and attitude gyro are receiving sufficient air.

(c) Roll Section:

- (1) To engage, center Roll knob, push AP "ON-OFF" switch to "ON" position. To turn, rotate console ROLL knob in desired direction. (Maximum angle of bank should not exceed 30°.)
- (2) For heading mode, set directional gyro with magnetic compass. Push directional gyro HDG knob in, rotate bug to aircraft heading. Push console heading rocker (HDG) switch to "ON" position. To select a new aircraft heading, push D.G. heading knob "IN" and rotate, in desired direction of turn, to the desired heading.

(d) Radio Coupling VOR-ILS with H.S.I. Type Instrument Display. (Optional)

(1) VOR Navigation

- a. Tune and identify VOR Station. Select desired course with O.B.S. (H.S.I. Course Knob).
- b. Select OMNI mode on Radio Coupler.
- c. Select HDG mode on autopilot console to engage coupler. Aircraft will turn to a 45° intercept angle to intercept the selected VOR course. Intercept angle magnitude depends on radio needle off course magnitude, 100% needle deflection will result in 45° intercept with the intercept angle diminishing as the needle off set diminishes.
- d. NAV mode - NAV mode provides reduced VOR sensitivity for tracking weak, or noisy VOR signals. NAV mode should be selected after the aircraft is established on course.

(2) ILS-LOC Front Course

- a. Set inbound, front, localizer course on O.B.S. (H.S.I. Course Knob).
- b. Select LOC-Normal non-Radio Coupler to intercept and track inbound on the localized Select LOC-REV to intercept and track outbound to the procedure turn area.
- c. Select HDG Mode on autopilot console to engage coupler.

(3) ILS - Back Course

- a. Set inbound, front localizer course on O.B.S. (H.S.I. Course Knob).
- b. Select LOC-REV on radio coupler to intercept and track inbound on the back localizer course. Select LOC-NORM to intercept and track outbound on the back course to the procedure turn area.
- c. Select HDG mode on autopilot console to engage coupler.

- (e) **Radio Coupling—VOR/ILS with Standard directional gyro. (Optional)**
Radio Coupler operation in conjunction with a standard directional gyro and VOR/LOC display differs from operation with an integrated display (H.S.I.) only in one respect. The HDG bug is used as the radio course datum and therefore must be set to match the desired VOR course as selected on the O.B.S.
- (1) **For VOR Intercepts and Tracking:**
Select the desired VOR course and set the HDG bug to the same heading. Select OMNI mode on the coupler and HDG Mode on the autopilot console.
 - (2) **For ILS Front Course Intercepts and Tracking:**
Tune the localizer frequency and place the HDG bug on the inbound, front course heading. Select LOC-NORM mode on the coupler and HDG mode on the autopilot console.
 - (3) **For LOC Back Course Intercepts and Tracking:**
Tune the localizer frequency and place the HDG bug on the inbound course heading to the airport. Select LOC-REV mode with coupler and HDG mode on the autopilot console.

SECTION 5 - PERFORMANCE

No changes to the basic performance provided by Section 5 of the Pilot's Operating Handbook are necessary for this supplement.

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SUPPLEMENT 4

ALTIMATIC IIIC AUTOPILOT INSTALLATION

SECTION 1 - GENERAL

This supplement supplies information necessary for the operation of the airplane when the optional AltiMatic IIIC Autopilot is installed. The information contained within this supplement is to be used "as described" in conjunction with the complete handbook.

This supplement has been "FAA Approved" as a permanent part of this handbook and must remain in this handbook at all times when the optional AltiMatic IIIC Autopilot is installed.

SECTION 2 - LIMITATIONS

- (a) Autopilot operation prohibited above 175 KIAS. (Autopilot Vmo)
- (b) Autopilot must be "OFF" during takeoff and landing.
- (c) Required placard P/N 13A660-1 "Conduct Trim Check prior to flight (see P/O/H)" to be installed in clear view of pilot.

SECTION 3 - EMERGENCY PROCEDURES

This aircraft is equipped with a Master Disconnect/Interrupt Switch on the pilot's control wheel. When the switch button is depressed it will disconnect the autopilot. When depressed and held it will interrupt all Electric Elevator Trim Operations. Trim operations will be restored when the switch is released. If an autopilot or trim emergency is encountered, do not attempt to determine which system is at fault. Immediately depress and hold the Master Disconnect/Interrupt button. Turn off autopilot and trim master switch and retrim aircraft, then release the interrupt switch.

NOTE

During examination of this supplement, the pilot is advised to locate and identify the autopilot controls, the trim master switch and circuit breakers for both systems.

- (a) In the event of an autopilot malfunction the autopilot can be:
 - (1) Overpowered at either control wheel.

CAUTION

Do not overpower autopilot pitch axis for periods longer than 3 seconds because the autotrim system will operate in a direction to oppose the pilot and will, thereby, cause an increase in the pitch overpower forces.

- (2) Disconnected by depressing the Master Disconnect/Interrupt Switch.
 - (3) Disconnected by depressing the Trim Switch "AP OFF" bar.
 - (4) Disconnected by pushing the roll rocker switch "OFF."
- (b) In the event of a trim malfunction:
- (1) Depress and hold the Master Trim Interrupt Switch.
 - (2) Trim Master Switch - "OFF." Retrim aircraft as necessary using manual trim system.
 - (3) Release Master Interrupt Switch - be alert for possible trim action.
 - (4) Trim Circuit Breaker - Pull. Do not operate trim until problem is corrected.
- (c) If a trim runaway occurs with the autopilot operating, the above procedure will disconnect the autopilot which will immediately result in higher control wheel forces. Be prepared to manually retrim, as necessary to eliminate undesirable forces.
- (d) Altitude Loss During Malfunction:
- (1) An autopilot malfunction during climb, cruise or descent with a 3 second delay in recovery initiation could result in as much as 50° of bank and 320' of altitude loss.
 - (2) An autopilot malfunction during an approach with a 1 second delay in recovery initiation could result in as much as 20° of bank and 60' altitude loss. Maximum altitude loss measured in approach configuration and operating either coupled or uncoupled.

**EMERGENCY OPERATION WITH OPTIONAL HSI
(Non-Slaved)**

- (a) Appearance of HDG Flag:
- (1) Check air supply gauge (vac or pressure) for adequate air supply (4 in. Hg min.).
 - (2) Check NSD 360 circuit breaker.
 - (3) Observe display for proper operation.

Note: If heading card is not operational, autopilot should not be used.

- (b) With card inoperative - VOR and Glide Slope displays are still functional; use card set to rotate card to aircraft heading for correct picture.
- (c) Localizer - left-right information still usable. Flag information is disabled - compare needle with # 2 indicator for valid left-right needle operation.

SECTION 4 - NORMAL PROCEDURES

PREFLIGHT INSPECTION - AUTOPILOT

- (a) Roll Section
- (1) Place Radio Coupler in "Heading" mode and place roll rocker switch "ON" to engage roll section. Rotate roll command knob left and right and observe that control wheel describes a corresponding left and right turn, then center knob.
 - (2) Set proper D.G. Heading on D.G. and turn Heading Bug to aircraft heading. Engage "Heading" mode rocker switch and rotate heading bug right and left. Aircraft control wheel should turn same direction as bug. Grasp control wheel and manually override servo, both directions.
 - (3) Disengage autopilot by depressing trim switch. Check aileron operation is free and autopilot is disconnected from controls.

(b) Pitch Section

- (1) Engage "Roll" rocker switch.
- (2) Center pitch command disc and engage "Pitch" rocker switch.
- (3) Rotate pitch command disc up and then down and check control yoke moves same direction. Check to see that servo can be overridden by hand at control wheel.

NOTE

Autopilot might not be able to raise elevators, on ground, without assistance from pilot.

- (4) Hold control yoke and disengage autopilot by pressing Master Autopilot Disconnect/Trim Interrupt Switch button. Check Roll and Pitch controls to assure autopilot has disconnected.

General

This aircraft is equipped with a Command Trim System designed to withstand any type of single malfunction, either mechanical or electrical, without uncontrolled operation resulting. The preflight check procedure is designed to uncover hidden failures that might otherwise go undetected. Proper operation of the electric elevator trim system is predicated on conducting the following preflight check before each flight. If the trim system fails any portion of the procedure, pull the trim circuit breaker out until trim system is repaired. Substitution of any trim system component for another model is not authorized. For emergency interrupt information, refer to Section 3 of this Supplement.

Command Electric Trim Switch

The Command Electric Trim Switch on the left hand portion of the pilot's control wheel has two functions:

- (1) When the top bar (AP OFF) is pressed, it disconnects the Autopilot.
- (2) When the top bar is pressed AND the rocker is moved forward, nose down trim will occur, when moved aft, nose up trim will occur.

(c) Pre-Flight: Command Trim - Before Each Flight

- (1) Check trim circuit breaker - IN.
- (2) Trim Master Switch - ON.
- (3) AP OFF - Check normal trim operation - UP. Grasp trim wheel and check override capability. Check nose down operation. Recheck override.
- (4) Activate center bar only - Push rocker fore and aft - only. Trim should not operate with either separate action.

(d) Autotrim - Before Each Flight

- (1) AP ON - (Roll and Pitch Sections) Check automatic operation by activating autopilot pitch command UP then DN. Observe trim operation follows pitch command direction.

NOTE

In autopilot mode, there will be approximately a 3 second delay between operation of pitch command and operation of trim.

- (2) Press center bar (AP OFF) - release - check autopilot disengagement.
- (3) Rotate trim wheel to check manual trim operation. Reset to takeoff position prior to takeoff.

AUTOPILOT IN-FLIGHT PROCEDURE

- (a) Trim airplane (Ball Centered).
- (b) Check air pressure or vacuum to ascertain that the directional gyro and attitude gyro are receiving sufficient air.
- (c) Roll Section
 - (1) To engage. Center ROLL knob, push ROLL rocker to "ON" position. To turn, rotate console ROLL knob in desired direction.
 - (2) For heading mode, set directional gyro with magnetic compass. Push directional gyro HDG knob in, rotate to select desired heading. Push console heading rocker (HDG) to "ON" position. (Maximum angle to bank will be 20° with heading lock engaged.)
- (d) Pitch Section (Roll section must be engaged prior to pitch section engagement).
 - (1) Center pitch trim indicator with the pitch command disc.
 - (2) Engage pitch rocker switch. To change attitude, rotate pitch command disc in the desired direction.
- (e) Altitude Hold

Upon reaching desired or cruising altitude, engage altitude hold mode rocker switch. As long as Altitude Hold mode rocker is engaged, aircraft will maintain selected altitude. For maximum passenger comfort, rate of climb or descent should be reduced to approximately 500 FPM prior to altitude hold engagement. For accurate Altitude Holding below 95 KIAS lower flaps one or two notches.

NOTE

Prior to disengaging Altitude Hold mode, rotate Pitch Command to center.

- (f) Radio Coupling VOR-ILS with H.S.I. type instrument display. (Optional)
 - (1) VOR Navigation
 - a. Tune and identify VOR Station. Select desired course by rotating CRS knob of H.S.I.
 - b. Select OMNI mode on Radio Coupler.
 - c. Select HDG mode on autopilot console to engage coupler. Aircraft will turn to a 45° intercept angle to intercept the selected VOR course. Intercept angle magnitude depends on radio needle off - course magnitude, 100% needle deflection will result in 45° intercept angle, diminishing as the needle off-set diminishes.
 - d. NAV mode - NAV mode provides reduced VOR sensitivity for tracking weak, or noisy, VOR signals. NAV mode should be selected after the aircraft is established on course.
 - (2) ILS-LOC Front Course
 - a. Set inbound, front, localizer course on H.S.I.
 - b. Select LOC-Normal on Radio Coupler to intercept and track inbound on the localizer. Select LOC-REV to intercept and track the localizer course outbound to procedure turn area.
 - c. Engage HDG mode on autopilot console to engage coupler.

- (3) ILS - Back Course
 - a. Set inbound, front, localizer course on H.S.I.
 - b. Select LOC-REV, on radio coupler to intercept and track inbound on the back localizer course. Select LOC-NORM to intercept and track outbound on the back course to the procedure turn area.
 - c. Engage HDG mode on autopilot console to engage coupler.

- (g) Radio Coupling - VOR/ILS with standard directional gyro. (Optional)

Radio Coupler operation in conjunction with a standard directional gyro and VOR/LOC display differs from operation with an integrated display (H.S.I.) only in one respect. The HDG bug is used as the radio course datum and therefore must be set to match the desired VOR/ILS course as selected on the O.B.S.

 - (1) For VOR Intercepts and Tracking:

Select the desired VOR Course and set the HDG bug to the same heading. Select OMNI mode on the coupler and engage HDG mode on the autopilot console.
 - (2) For ILS Front Course Intercepts and Tracking:

Tune the localizer frequency and place the HDG bug on the inbound, front course heading. Select LOC-NORM mode on the coupler and engage HDG mode on the autopilot console.
 - (3) For LOC Back Course Intercepts and Tracking:

Tune the localizer frequency and place the HDG bug on the inbound course heading to the airport. Select LOC-REV mode on the coupler and engage HDG mode on the autopilot console.

- (h) Coupled Approach Operations
 - (1) VOR or LOC
 - a. After arrival at the VOR Station, track outbound to the procedure turn area as described in Section 4 (f) or (g) as appropriate. Slow to 80-90 KIAS, while inbound to F.A.F. and lower one or two notches of flaps (10° or 25°).
 - b. Use HDG mode and Pitch or Altitude Hold modes as appropriate during procedure turn.
 - c. At the F.A.F. inbound, return to pitch mode for control of descent and lower landing gear.
 - d. At the M.D.A. Select Altitude Hold mode and add power for level flight. Monitor altimeter to assure accurate altitude control is being provided by the autopilot.
 - e. Go Around. For missed approach select desired pitch attitude with pitch command disc and disengage altitude hold mode. This will initiate the pitch up attitude change. Immediately add takeoff power and monitor Altimeter and rate of climb for positive climb indication. After climb is established, retract flaps and gear. Adjust attitude as necessary for desired airspeed and select HDG mode for turn from the VOR final approach course.

 - (2) ILS - Front Course Approach With Glide Slope Capture. (Optional)
 - a. Track inbound to L.O.M as described in Section 4 (f) or (g) above and in Altitude Hold mode.
 - b. Inbound to L.O.M slow to 90-80 KIAS and lower flaps one or two notches (10° or 25°).

- c. Automatic Glide Slope capture will occur at Glide Slope intercept if the following conditions are met:
 - 1. Coupler in LOC-Normal mode.
 - 2. Altitude Hold mode engaged (Altitude Rocker on Console).
 - 3. Under Glide Slope for more than 20 seconds.
 - 4. Localizer radio frequency selected on NAV Receiver.
- d. At Glide Slope Intercept immediately reduce power to maintain 87 KIAS on final approach and lower landing gear. Glide Slope capture is indicated by lighting of the green Glide Slope engage Annunciator Lamp and by a slight pitch down of the aircraft.
- e. Monitor localizer and Glide Slope raw data throughout approach. Adjust power as necessary to maintain correct final approach airspeed. All power changes should be of small magnitude and smoothly applied for best tracking performance. Do not change aircraft configuration during approach while autopilot is engaged.
- f. Conduct missed approach maneuver as described in (h) (1) e. above.

NOTE

Glide Slope Coupler will not automatically decouple from Glide Slope. Decoupling may be accomplished by any of the following means:

- 1. Disengage Altitude Mode.
- 2. Switch Radio Coupler to HDG Mode.
- 3. Disengage Autopilot.

SECTION 5 - PERFORMANCE

No changes to the basic performance provided by Section 5 of the Pilot's Operating Handbook are necessary for this supplement.

SUPPLEMENT 5

PIPER ELECTRIC PITCH TRIM

SECTION 1 - GENERAL

This supplement supplies information necessary for the operation of the airplane when the optional Piper Electric Pitch Trim is installed. The information contained within this supplement is to be used "as described" in conjunction with the complete handbook.

This supplement has been "FAA Approved" as a permanent part of this handbook and must remain in this handbook at all times when the optional Piper Electric Pitch Trim is installed.

SECTION 2 - LIMITATIONS

No changes of the basic limitations provided by Section 2 of this Pilot's Operating Handbook are necessary for this supplement.

SECTION 3 - EMERGENCY PROCEDURES

- (a) In case of malfunction, PRESS disconnect switch located above the ignition switch.
- (b) In case of malfunction, overpower the electric trim at either control wheel.
- (c) Maximum altitude change with a 4 second delay in recovery initiation is 800 feet and occurs in the descent configuration. Maximum altitude change in the approach configuration with a 4 second recovery delay is 100 feet.

SECTION 4 - NORMAL PROCEDURES

The electric trim system may be turned ON or OFF by a switch located above the ignition switch. The pitch trim may be changed when the electric trim system is turned on either by moving the manual pitch trim control wheel or by operating the trim control switch on the pilot's control yoke. To prevent excessive speed increase in the event of an electric trim run-away malfunction, the system incorporates an automatic disconnect feature which renders the system inoperative above approximately 169 KIAS. The disconnected condition does not affect the manual trim system.

SECTION 5 - PERFORMANCE

No changes to the basic performance provided by Section 5 of this Pilot's Operating Handbook are necessary for this supplement.

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**SECTION 10
OPERATING TIPS**

10.1 GENERAL

This section provides operating tips of particular value in the operation of the Cherokee Lance.

10.3 OPERATING TIPS

- (a) Learn to trim for takeoff so that only a very light back pressure on the control wheel is required to lift the airplane off the ground.
- (b) The best speed for takeoff is about 61 KIAS under normal conditions. Trying to pull the airplane off the ground at too low an airspeed decreases the controllability of the airplane in the event of engine failure.
- (c) Flaps may be lowered at airspeeds up to 102 KIAS. To reduce flap operating loads, it is desirable to have the airplane at a slower speed before extending the flaps. The flap step will not support weight if the flaps are in any extended position. The flaps must be placed in the "UP" position before they will lock and support weight on the step.
- (d) Before attempting to reset any circuit breaker, allow a two to five minute cooling off period.
- (e) Before starting the engine, check that all radio switches, light switches and the pitot heat switch are in the off position so as not to create an overloaded condition when the starter is engaged.
- (f) Strobe lights should not be operating when flying through overcast and clouds, since reflected light can produce spacial disorientation. Do not operate strobe lights when taxiing in the vicinity of other aircraft.
- (g) The rudder pedals are suspended from a torque tube which extends across the fuselage. The pilot should become familiar with the proper positioning of his feet on the rudder pedals so as to avoid interference with the torque tube when moving the rudder pedals or operating the toe brakes.
- (h) In an effort to avoid accidents, pilots should obtain and study the safety related information made available in FAA publications such as regulations, advisory circulars, Aviation News, AIM and safety aids.
- (i) The shape of the wing fuel tanks is such that in certain maneuvers the fuel may move away from the tank outlet. If the outlet is uncovered, the fuel flow will be interrupted and a temporary loss of power may result. Pilots can prevent inadvertent uncovering of the outlet by avoiding maneuvers which could result in uncovering the outlet.

Extreme running turning takeoffs should be avoided to fuel flow interruption may occur.

Prolonged slips or skids which result in excess of 2000 ft. of altitude loss, or other radical or extreme maneuvers which could cause uncovering of the fuel outlet must be avoided as fuel flow interruption may occur when tank being used is not full.

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