

PILOT'S OPERATING HANDBOOK

PIPER CHEROKEE LANCE



FAA APPROVED IN NORMAL CATEGORY BASED ON CAR 3 AND FAR PART 21, SUBPART J. THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILOT BY CAR 3 AND FAR PART 21, SUBPART J AND CONSTITUTES THE APPROVED AIRPLANE FLIGHT MANUAL AND MUST BE CARRIED IN THE AIRPLANE AT ALL TIMES.

AIRPLANE SERIAL NO. _____

AIRPLANE REGISTRATION NO. _____

PA-32R-300
REPORT: VB-840

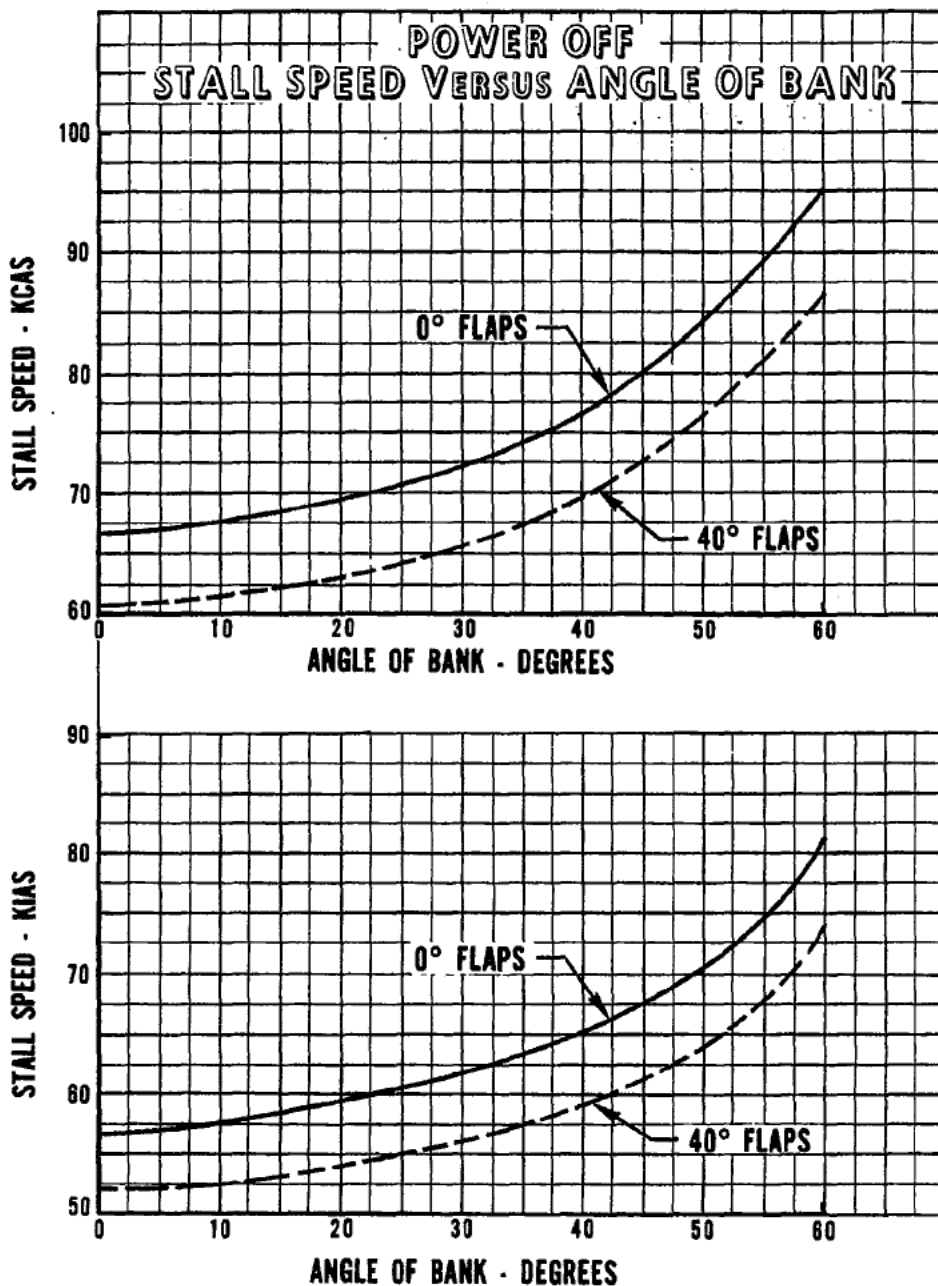
FAA APPROVED BY: _____

WARD EVANS
D.O.A. NO. SO-1
PIPER AIRCRAFT CORPORATION
VERO BEACH, FLORIDA

DATE OF APPROVAL: AUGUST 20, 1976



PA-32R-300



STALL SPEEDS

Figure 5-5

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."

**SECTION 4
NORMAL PROCEDURES**

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

APPROACH AND LANDING

Fuel selector proper tank
Seat backs erect
Belts/harness fasten
Electric fuel pump ON
Mixture set
Propeller set
Gear down - 129 KIAS max
Flaps set - 106 KIAS max
Air conditioner OFF
Trim to 75 KIAS

STOPPING ENGINE

Flaps retract
Electric fuel pump OFF
Air conditioner OFF
Radio's OFF
Propeller full INCREASE
Throttle full aft
Mixture idle cut-off
Magnetos OFF
Master switch OFF

PARKING

Parking brake set
Control wheel secured with belts
Flaps full up
Wheel chocks in place
Tie downs secure