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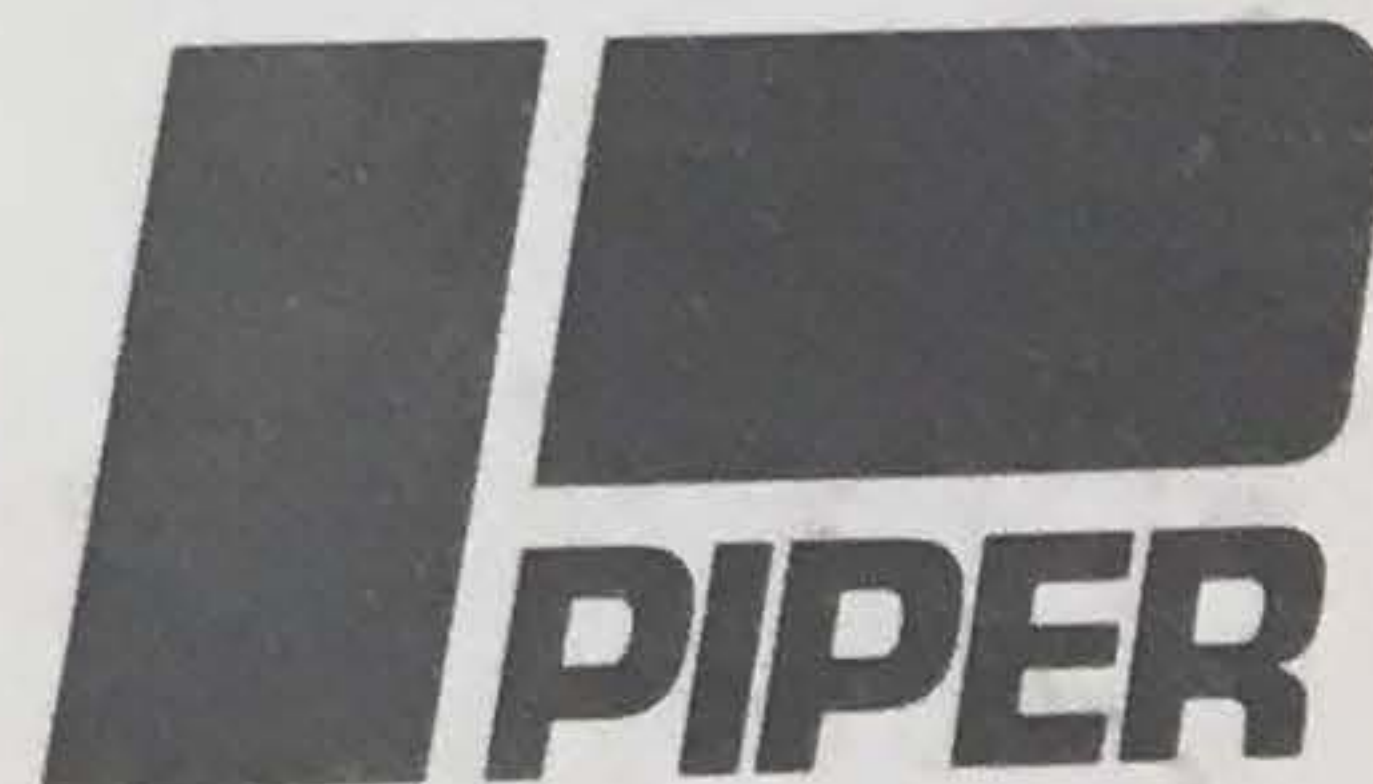
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cherokee **ARCHER**

PILOT'S OPERATING MANUAL



BY



This manual is incomplete without an APPROPRIATE FAA APPROVED AIRPLANE FLIGHT MANUAL and an APPROPRIATE WEIGHT AND BALANCE REPORT.

GENERAL SPECIFICATIONS

AIRPLANE AND SYSTEMS

CHEROKEE ARCHER

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

To close the door in flight, proceed as follows:

1. Slow aircraft to 100 MPH IAS. (87 KTS)
2. Cabin Vents - Close
3. Storm Window - Open
4. If upper latch is open - latch. If lower latch is open - open top latch, push door further open, and then close rapidly. Latch top latch.

A slip in the direction of the open door will assist in latching procedure.

FIRE

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.

SOURCE OF FIRE - CHECK

1. Electrical Fire (Smoke in Cabin):
 - a. Master Switch - Off
 - b. Vents - Open
 - c. Cabin Heat - Off
 - d. Land as soon as possible.
2. Engine Fire (In Flight):
 - a. Fuel Selector - Off
 - b. Throttle - Closed
 - c. Mixture - Idle Cut-Off
 - d. Heater - Off (In all cases of fire)
 - e. Defroster - Off (In all cases of fire)
 - f. If terrain permits, land immediately.

NOTE

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

3. Engine Fire (During Start):

Engine fires during start are usually the result of overpriming. The following procedure is designed to draw the excess fuel back into the induction system.

- a. If engine has not started:
 - (1) Mixture - Idle Cut-Off
 - (2) Throttle - Open
 - (3) Turn engine with starter (This is an attempt to pull the fire into the engine.)

- b. If engine has already started and is running, continue operating to try pulling the fire into the engine.
- c. In either case stated in (a) and (b), if the fire continues longer than a few seconds, the fire should be extinguished by the best available external means.
- d. If external fire extinguishing is to be applied:
 - (1) Fuel Selector Valves - Off
 - (2) Mixture - Idle Cut-Off

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 to POWER OFF LANDING.

LOSS OF FUEL PRESSURE

1. Electric Boost Pump - On
2. Fuel Selector - Check on full tank

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

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.