

## Summary Aircraft Data - 1976 PA28-181 – Piper Archer II - N6957J

Empty Weight (lbs)	Max T/O Weight (lbs)	Empty CG	Useful Load (lbs)	Fuel Capacity (gals)	Useable Fuel (gals)
1525.63	2550	85.98	1024.37	50	48

Electrical System			Engine	Oil
Alternator	14 V	60 amp	180 HP	Min level = 6 qts
Battery	12 V	25 amp hr	IO-360	Max level = 8 qts

**Normal Category Load Factor: +3.8 G to NO NEGATIVE G's**

### Standard Traffic Pattern

	Carb Heat	RPM	MPH	Flaps	Trim
<b>Downwind</b>	As Req.	2100	100	0 deg	As Req.
<b>Abeam Touchdown Pt.</b>	As Req.	1700	100	10 deg	As Req.
<b>Base</b>	As Req.	1700	90 - 95	25 deg	As Req.
<b>Final</b>	As Req.	1200 / Idle	86	40 deg final	As Req.

### V – Speeds (MPH):

$V_{NE} = 177$

$V_{NO} = 144$

$V_{FE} = 117$

$V_{LE} = 150$

$V_A = 130$  (Max T/O Weight)

$V_Y = 87$

$V_X = 74$

$V_G = 87$

$V_R = 68$  (Normal T/O)

$V_{SO} = 56$

$V_{S1} = 63$

**Maximum Crosswind Component** = 20 MPH @ 90 deg to runway.

**GO-AROUND:** Full Power, Flaps to 25 deg, pitch for normal climb, positive rate of climb established, flaps up incrementally until reaching traffic pattern altitude.

**Maximum Flaps for Forward Slip = 25 deg.**

### Commercial Maneuvers Speeds

Maneuver	Entry Speed (MPH)
Chandelles	130
Lazy Eight	130
Steep Turns (45 – 50 deg bank)	130