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SAFETY TIPS

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SECTION 10
SAFETY TIPS

10.1 GENERAL

This section provides safety tips of particular value in the operation of the Cherokee Archer II.

10.3 SAFETY 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 MPH IAS (53 KTS IAS) 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 115 MPH CAS (100 KTS CAS). To reduce flap operating loads, it is desirable to have the airplane at a slower speed before extending the flaps.
- (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 as 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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