



N2226N

PA28-181 Archer II

ATIS 126.9 **Ground** 118.22 **Tower** 119.2 (125.7 28R) **Air-to-Air** 122.75
KMYF: TPA 1,400' | Elev. 427' **Crown Air** 123.5

PREFLIGHT (REFER TO POH)

Lights / Stall HornCHECK
 Oil..... Min. 5 qts, Check Quality
 Fuel Quantity/Quality
 A.R.O.W, all caps, drains, vents, belt, prop,
 intakes, antennas, pitot & static ports, gear,
 tires, brakes, surfaces & controlsCHECK

ENGINE START

Cold / Hot / Flooded? Refer to POH

Chocks, tie-downs, baggage doorCHECK
 Flaps..... Verify RETRACTED
 Seat Belts/Harnesses ON
 Passenger Brief.....COMPLETE
 Carb Heat.....OFF/COLD
 Fuel Selector FULLEST TANK
 Throttle... OPEN 1/4 in. (Cold), 1/2 in. (Hot)
 Master Switch..... ON
 Circuit BreakersCHECK
 Beacon (Fin)..... ON
 MixtureFULL RICH
 Primer (Cold Start Only) IN & LOCKED
 Fuel Pump..... ON
 Propeller Area..... “CLEAR”
 Brakes HOLD
 Magneto Switch..... START (then BOTH)
 Throttle Below 1,000 RPM
 Oil Pressure.....CHECK
 Ammeter.....CHECK
 Fuel Pump.....OFF (Check Pressure)
 Mixture LEAN FOR TAXI

BEFORE TAXI

Avionics..... ON
 Transponder ALT / SET
 Nav Lights/ADS-B..... ON
 ATIS..... COPIED
 Altimeter.....SET
 Taxi Brief.....COMPLETE
 BrakesTEST

RUN-UP

Flight Instruments CHECKED/SET
 Flight Controls FREE & CORRECT
 Elevator Trim SET for T/O
 Mixture.....RICH
 Throttle..... 2,000 RPM
 Carb Heat.....CHECK then OFF
 Magnetos (175/50)..... CHECK then BOTH
 Vacuum (5.0” Hg. ±.1) CHECK
 Ammeter CHECK
 Engine Gauges GREEN
 Annunciator Lights CHECK
 Throttle..... 1,000 RPM
 Mixture LEAN FOR TAXI
 Comm/Nav Radios.....SET
 Door/Window.....LATCHED
 Takeoff Brief..... COMPLETE
 Takeoff Time..... NOTE (Start Fuel Timer)

Runway Items

Mixture RICH (or as required)
 Fuel Pump..... ON
 Landing Light & Wing Strobes ON

TAKEOFF (NORMAL)

Engine Gauges “GREEN”
 Airspeed “ALIVE”
 Rotate 55 KTS
 Climb..... 76 KTS (Vy) / 64 KTS (Vx)

CLIMB

Landing Light OFF
 Fuel Pump.....OFF (Check Pressure)
 Enroute Climb.....87 KTS

CRUISE

Throttle SET (2,300 RPM or per POH)
Mixture LEAN
Fuel MANAGE
 Switch tanks every 30 minutes with
 fuel pump ON, and check pressure
H.I..... Set to Compass (Every 15 min)

DESCENT & LANDING

Landing Brief.....COMPLETE
Landing Light..... ON
Fuel Selector FULLEST TANK
Fuel Pump..... ON
Mixture As Required
Carburetor Heat..... As Required
Altimeter.....SET
Seatbelts/Harnesses ON
Approach 75 KTS / 70 KTS (Final)
Final ChecksFuel Selector, Mixture
 Fuel Pump, Landing Light

AFTER LANDING

Trim..... NEUTRAL
Flaps.....RETRACT
Mixture LEAN FOR TAXI
Fuel Pump..... OFF
Landing Light..... OFF (or as required)
Wing Strobes OFF
Transponder1200 (or as required)

SHUTDOWN

Avionics Master OFF
Throttle1,000 RPM
Mixture CUT-OFF
Magnetos..... OFF
Master Switch..... OFF
Lights..... OFF
Control Lock..... INSTALL

Seats fully back, seat belts latched

All trash removed

Chains, chocks, cover, keys, checklists

LIMITATIONS & INFORMATION

Vso 49 (KIAS)
Vs 55
Vx 64
Vy 76
Vfe 102
Vno 125
Vne 154
Va 113 (2550 lbs), 89 (1634 lbs)
Approach 65-70
Best Glide 76
Demonstrated Crosswind..... 17

Weights

Max Gross Weight 2,550 lbs
Empty Weight (N2226N) 1,585.59
Useful Load 964
Max Weight Baggage..... 200

General Info

Fuel Capacity 48 gal (Usable)
Oil Capacity.....Max 8 qts, Min 2 qts
Oil Level LTFSD > 5 qts
Oil Type..... Phillips 100AW
 or Aeroshell W100
Tire Pressure Nose: 18 PSI, Mains: 24 PSI
Hydraulic Brake Fluid..... MIL-H-5606
Electrical System 12V Battery
 14V, 60A Alternator

Engine Lycoming O-360-A4M
Horsepower 180 HP @ 2700 RPM
Positive Load 3.8G (4.4G Utility)
Negative Load..... ****NOT APPROVED****

EMERGENCIES

PIPER ARCHER II

ENGINE FAILURE

Fly the plane!

Airspeed 76 KTS

Best Field Turn Toward

Checks:

Fuel Pump ON

Mixture RICH (or as required)

Carb Heat ON

Primer IN & LOCKED

Magnetos BOTH (or best)

Fuel Selector SWITCH TANKS

Declare 121.5 / 7700

Execute Landing (When no other options):

Mixture CUT-OFF

Magnetos OFF

Fuel Selector OFF

Avionics Master OFF

Battery Master OFF

Door CRACKED

Seat Belts TIGHT

ENGINE ROUGHNESS

Fuel Pump ON

Mixture RICH (or as required)

Carb Heat ON

Primer IN & LOCKED

Magnetos BOTH (or best)

Fuel Selector SWITCH TANKS

Divert As Necessary

ENGINE FIRE

Throttle CLOSED

Mixture CUT-OFF

Fuel Selector OFF

Fuel Pump OFF

Heater & Defroster OFF

Airspeed Increase if fire not out
then 76 KTS

Proceed with power off landing

ELECTRICAL FIRE

Battery Master OFF

Fresh Air Vents OPEN

Cabin Heat OFF

Land as soon as practicable

ALTERNATOR FAILURE

Failure VERIFY

Electrical Load REDUCE

Alternator Circuit Breakers CHECK

Alt Switch OFF (for 1 second),
then ON

If no output:

Alt Switch OFF

Reduce electrical load and land as soon as practical.

LOSS OF OIL PRESSURE

Land as soon as possible

Prepare for power off landing

No unnecessary power changes

HIGH OIL TEMPERATURE

Land at nearest airport and investigate the problem.

Prepare for power off landing.

LOSS OF FUEL PRESSURE

Electric Fuel Pump ON

Fuel Selector FULLEST TANK

OPEN DOOR

Slow 87 KTS

Cabin Vents CLOSE

Storm Window OPEN

Upper Latch LATCH

Slip In Direction of Open Door
(If needed)

MANEUVERS

PIPER ARCHER II

C – Clearing turns/Calls (Air-to-Air)

H – Heading (Reference point)

A – Altitude (Minimum 1,500')

P – Place to Land

S - Stabilized

SLOW FLIGHT

Throttle 1,500 RPM

Flaps Extend (Below 102 kts)

Airspeed Above 1st Stall Indication

Maintain Heading & Altitude

Pitch for airspeed, power for altitude

Recovery

Throttle FULL

Flaps 25°

Airspeed > 64 KTS

Flaps Retract

Return to level cruise

POWER OFF STALL

Throttle 1,500 RPM

Flaps Extend (Below 102 kts)

Maintain Heading & Altitude

Descend 500 FPM

Recovery

Aviate Pitch Down (Relax Pressure)
THEN Level Wings

Throttle FULL

Flaps 25°

VSI + Rate at Vx

Airspeed Vy

Flaps Retract in increments

Return to level cruise

*Perform in various configurations of flaps, descending (as if to land), and descending turns (turning base to final)

POWER ON STALL

Throttle 1,500 RPM

Flaps Retracted

Maintain Heading & Altitude

Slow Vr (52-65 KTS)

Throttle FULL

Pitch UP (for excessive AOA)

Rudder Coordinate

Recovery

Aviate Pitch Down (Relax Pressure)
THEN Level Wings

Throttle MAINTAIN FULL

VSI + Rate at Vx

Airspeed Vy

Flaps Retract in increments

Return to level cruise

*Perform in various configurations of flaps (going around) and turns (turning crosswind)

STEEP TURNS

Throttle 2,200 RPM

Airspeed 90 KTS (or below Va)

Pick visual reference point

Note heading & altitude

Roll coordinated into bank

Passing through 30 degrees add 200-

300 RPM and increase back pressure

Reduce power and back pressure upon rollout

Rudder in the direction of the roll

GO-AROUND (REJECTED LANDING)

Throttle FULL

Flaps 25°

Pitch LEVEL, and then Vx or Vy

Side step As Necessary

Communicate As Necessary

Flaps Retract in increments

DIVERSION

Circle and locate position if lost

Estimate magnetic heading

Turn to heading (Note airspace & terrain)

Check heading indicator to compass

Note Time

Pick appropriate VFR altitude

Measure distance

Compute ETA & fuel burn

EMERGENCY DESCENT

Throttle Idle "CHOP"
Pitch Down "DROP"
Bank Left 30°
Airspeed 125 KTS Vno
Recover approximately 200 feet prior to level off altitude (10% descent rate)

GROUND REFERENCE

Reference(s) Choose as appropriate
Setup Upwind of reference(s)
Altitude Approx. 1,000' AGL*
Throttle Set 2,200 RPM
Trim Set
Entry Heading Downwind
 Higher GS = Steeper Bank
 Lower GS = Shallower Bank
Exit Downwind

*Due to congestion/noise abatement
1,200' AGL is acceptable.

FORWARD SLIP

Flaps As Required
Throttle IDLE
Ailerons INTO WIND
Rudder OPPOSITE AILERON
Pitch 75 KTS (or faster for more slip)
*Airspeed indicator will be inaccurate

SHORT FIELD TAKEOFF

Flaps 25°
Line Up All available runway
Brakes HOLD
Throttle FULL
Gauges "GREEN"
Brakes RELEASE
Airspeed "ALIVE"
Rotate 49 KTS
Accelerate to 64 KTS (Vx)
Obstacle "CLEAR"
Flaps Retract in Increments
Accelerate to 76 KTS (Vy)

SOFT FIELD TAKEOFF

Flaps 25°
Yoke FULL BACK
Brakes AVOID USE
Throttle FULL
Gauges GREEN
Airspeed "ALIVE"
 As nose rises, release back pressure to maintain nose high attitude
 As aircraft lifts off, pitch forward to remain in ground effect
Accelerate to 64 KTS (Vx)
 Begin climb out of ground effect
Flaps Retract in Increments
Accelerate to 76 KTS (Vy)

SHORT FIELD LANDING

Same as normal landing until final.
Adjust aiming point based on wind
Flaps 40°
Airspeed 66 KTS Short Final
Throttle IDLE
Touchdown
Aerodynamic Braking AFT YOKE
Flaps RETRACT (if necessary)
Brakes SIMULATED MAXIMUM

SOFT FIELD LANDING

Same as normal landing until final.
Flaps 40°
Airspeed 66 KTS Short Final
Throttle Idle
Throttle Add 100-200 RPM
Touchdown Softly
Yoke BACK (until off runway)

MANEUVERS

COMMERCIAL / CFI

CHANDELLES

Reference Point Choose 90°
Throttle 2,300 RPM
Airspeed Below Va
Bank 30°
Throttle FULL
1st 90° Constant Bank / Increasing Pitch
2nd 90° ... Constant Pitch / Decreasing Bank
Rudder Remain Coordinated
At 180° Just above stall, wings level
Return to level cruise

LAZY EIGHTS

Reference Points Choose
Throttle 2,300 RPM
Airspeed 105 KTS
Rudder Remain Coordinated

STEEP SPIRAL

Altitude sufficient for 3 full spirals and remain > 1,500'
Reference Point Choose
Throttle Idle
Airspeed 86 KTS (Vglide + 10)
Bank Maximum 60°
Throttle Clear each turn on upwind

EIGHTS ON PYLONS

Pivotal Altitude $GS^2 \div 11.3$
Approx. 800 - 900 AGL
Reference Points Choose 2
Throttle 2,200 RPM
Airspeed 100 KTS Approx.
Rudder Remain coordinated
Bank 30° - 40°
Approx. 5-7 seconds between each pylon

ACCELERATED STALLS

Altitude > 3,000' AGL
Airspeed < Va
Roll into 45 bank
Throttle Reduce
Pitch Firmly pull back to induce stall indication

Recovery

Pitch Reduce AOA
Bank Level (Coordinated)
Throttle Increase as necessary
Return to level flight

POWER-OFF 180° APPROACH

From traffic pattern altitude downwind, when abeam landing runway numbers:

Throttle Idle
Flaps Delay extension until landing assured*
*Typically no sooner than base leg
Base Leg Turn Early
Glidepath Stay slightly high
If short/low Fly direct to the numbers
Delay extending flaps
If long/high Square base, S-turns
flaps, slip

CROSS CONTROLLED STALL (CFI)

Flaps Up
Throttle Idle
Airspeed 76 KTS
Trim Set
Bank Simulate turn to final
Rudder Apply in direction of turn
Ailerons Use to hold bank angle
Pitch Increase to induce stall
Hold inputs until stall

Recovery

Pitch Lower AOA
Rudder Remove excess inputs
Aileron Level wings
Throttle Increase as needed

TRIM STALL (CFI)

Flaps..... Extend to 40°
Throttle..... Idle
Airspeed..... 76 KTS
Trim..... Set for approach attitude
Throttle..... Increase to full
Nose should pitch up to stall indications

Recovery

Pitch..... Lower AOA
Rudder..... Coordinate
Aileron..... Level wings
Resume normal climb attitude
Trim..... Re-set

SECONDARY STALL (CFI)

Simulate by performing stall, and then try to level off too quickly or not lower nose sufficiently.

Recovery

Pitch..... Lower AOA
Throttle..... Remains Full
Ailerons..... Level wings
Rudder..... Coordinate

SPINS (CFI)

*****NOT APPROVED*****

LOCAL AREA INFO

Montgomery (MYF)	Elev. 427'
ATIS: 126.9	TPA: 1,400
Ground: 118.22	Runways: 28R/L
Tower: 119.2 (28L)	10R/L
Tower: 125.7 (28R)	23/5

Ramona (RNM)	Elev. 1,393'
ATIS: 132.025	TPA: 2,400
Tower: 119.875	Runways: 27/9
Ground: 121.65	

Brown (SDM)	Elev. 526'
ATIS: 132.35	TPA: 1,500 (26R)
Tower: 128.25	1,100 (26L)
Ground: 124.4	Runways: 26R/L
	8R/L

Gillespie (SEE)	Elev. 387'
ATIS: 125.45	TPA*: 1,400 (27L)
Tower: 120.7	1,600 (27R)
Tower: 123.8	*Day
Ground: 121.7	Runways: 27R/L
	9R/L
	35/17

Palomar (CRQ)	Elev. 331'
ATIS: 120.15	TPA: 1,500
Tower: 118.6	Runways: 24 / 6
Ground: 121.8	

Oceanside (OKB)	Elev. 28'
ASOS: 127.8	TPA: 1,000
CTAF: 122.72	Runways: 25 / 7

Fallbrook (L18)	Elev. 1,350'
AWOS: 118.425	TPA: 1,700
CTAF: 123.05	Runways: 18 / 36

VORs
MZB 117.8
OCN 115.3
PGY 116.45
JLI 114.0