

LOAD DATA SHEET

AIRWEIGH AVIATION SERVICES
P.O. Box 406 Mansfield 3724. Ph. (03) 5777 3441. Fax. (03) 5777 3442.

Aircraft Type: Piper PA 28-181 Aircraft Registration VH - NRD
Approved Loading System: Piper PA28-181 Pilots Operating Handbook Sn. 2843111.

AUTHORISED	DATE	DATE OF EXPIRY	ISSUE
A.K. SEARLE AV 70	23-1-2008.	Indefinite Subj. CAO 100.7	One.

APPROVAL STAMP

ALAN K. SEARLE

APPROVED

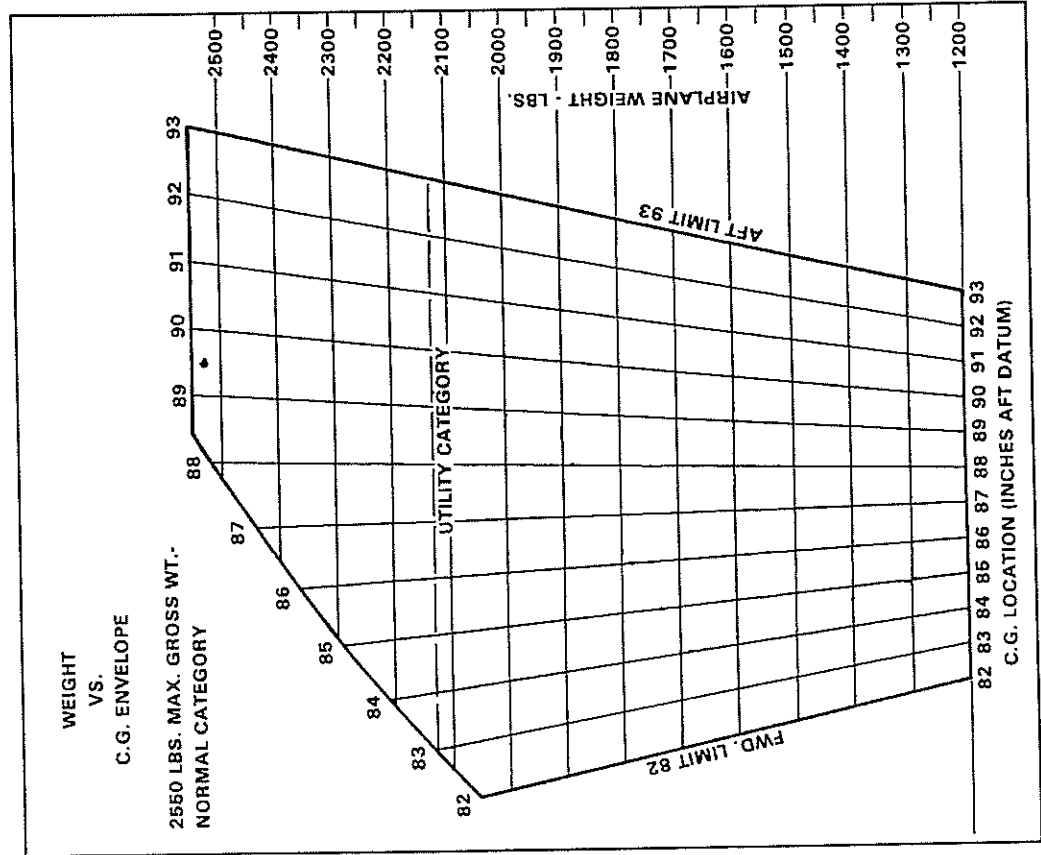
Ch Seearli DATE 13-1-08

WEIGHT CONTROL AUTHORITY NO. A479

AIRCRAFT WEIGHT AND CENTRE OF GRAVITY DATA

ITEM	WEIGHT.	ARM.	INDEX UNITS	CONFIGURATION
EMPTY	814.5 kg.	2215.0 mm.	1,804,145 kg.mm.	4 Seats.
EMPTY	1795.7 lb.	87.205 inches	156,594 lb.in.	4 Seats
DATUM : 1991mm Fwd of the WLE at the intersection of straight and taper sections.				

Note : Empty weight includes unusable fuel and full engine oil.



C.G. RANGE AND WEIGHT
Figure 6-15

	Arm Aft		
	Weight (Lbs)	Datum (Inches)	Moment (In-Lbs)
Basic Empty Weight			
Pilot and Front Passenger		80.5	
Passengers (Rear Seats)*		118.1	
Fuel (48 Gallon Maximum)		95.0	
Baggage (200 Lbs. Maximum)*		142.8	
Ramp Weight (2558 Lbs. Normal, 2138 Lbs. Utility Maximum)			
Fuel Allowance			
For Engine Start, Taxi and Run Up	-8	95.0	-760
Takeoff Weight (2550 Lbs. Normal, 2130 Lbs. Utility Maximum)			

Totals must be within approved weight and C.G. limits. It is the responsibility of the airplane owner and the pilot to insure that the airplane is loaded properly. The Basic Empty Weight C.G. is noted on the Weight and Balance Data Form (Figure 6-5). If the airplane has been altered, refer to the Weight and Balance Record for this information.

*Utility Category Operation - No baggage or rear passengers allowed.

WEIGHT AND BALANCE LOADING FORM
Figure 6-11

SECTION 5 PERFORMANCE

PA-28-181, ARCHER III

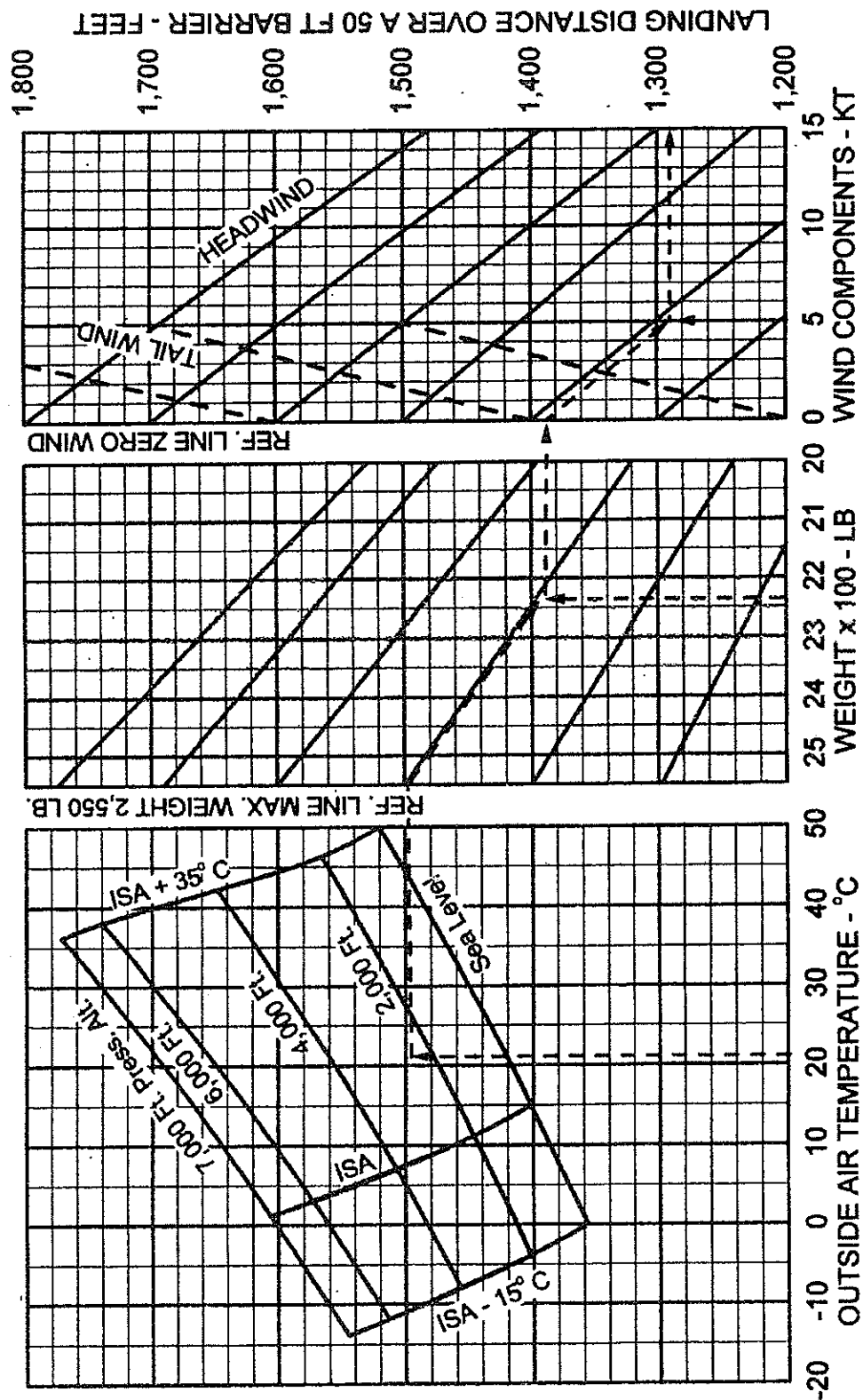
LANDING PERFORMANCE

ASSOCIATED CONDITIONS

Power Off Approach, 40° Flaps, 66 KIAS, Full Stall
Touchdown, Maximum Braking, Paved, Level, Dry Runway

EXAMPLE:

Airport Pressure Altitude: 2,500 FT.
O.A.T.: 21°C
Gross Weight: 2,240 LB.
Headwind: 5 KT.
Landing Distance: 1,290 FT.



LANDING PERFORMANCE

Figure 5-35

SECTION 5 PERFORMANCE

PA-28-181, ARCHER III

FLAPS UP TAKEOFF PERFORMANCE

ASSOCIATED CONDITIONS:

Power: FULL THROTTLE BEFORE BRAKE RELEASE

Air Conditioner: OFF

Runway: PAVED, LEVEL, & DRY

Airspeed: REFER TO TABLE AT RIGHT

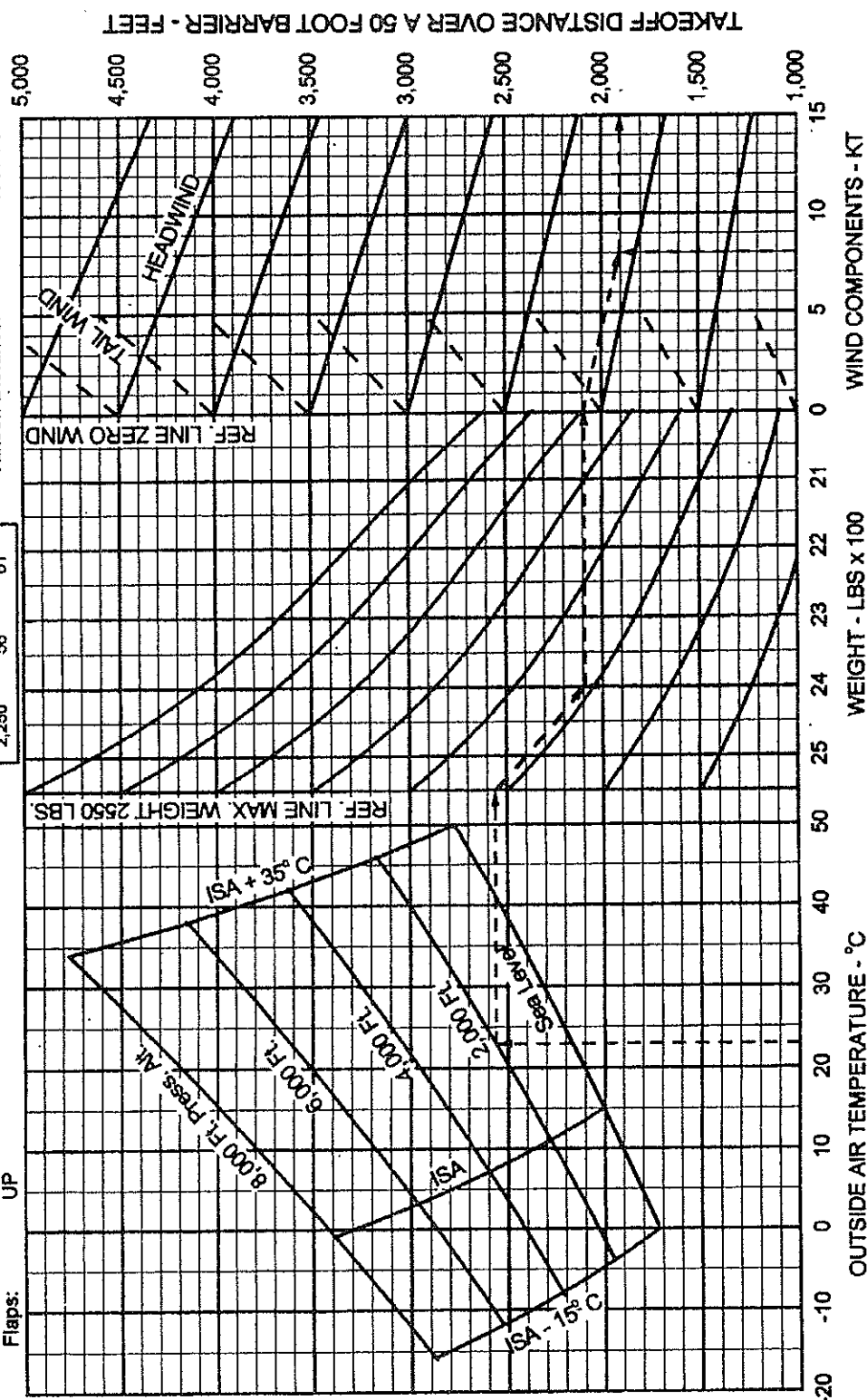
Propeller: SENSENICH 76EM8S14-0-62

Flaps: UP

EXAMPLE:

Depart Airport Pressure Alt: 2,000 Ft.
Temperature: 23° C
Gross Weight: 2,400 Lb.
Headwind: 8 Kt.
Takeoff Distance: 1907 Ft.

TAKEOFF SPEEDS		KIAS
WT	LIFTOFF	50 FT
2,550	80	65
2,450	58	64
2,350	57	63
2,250	56	61



FLAPS UP TAKEOFF PERFORMANCE

Figure 5-7

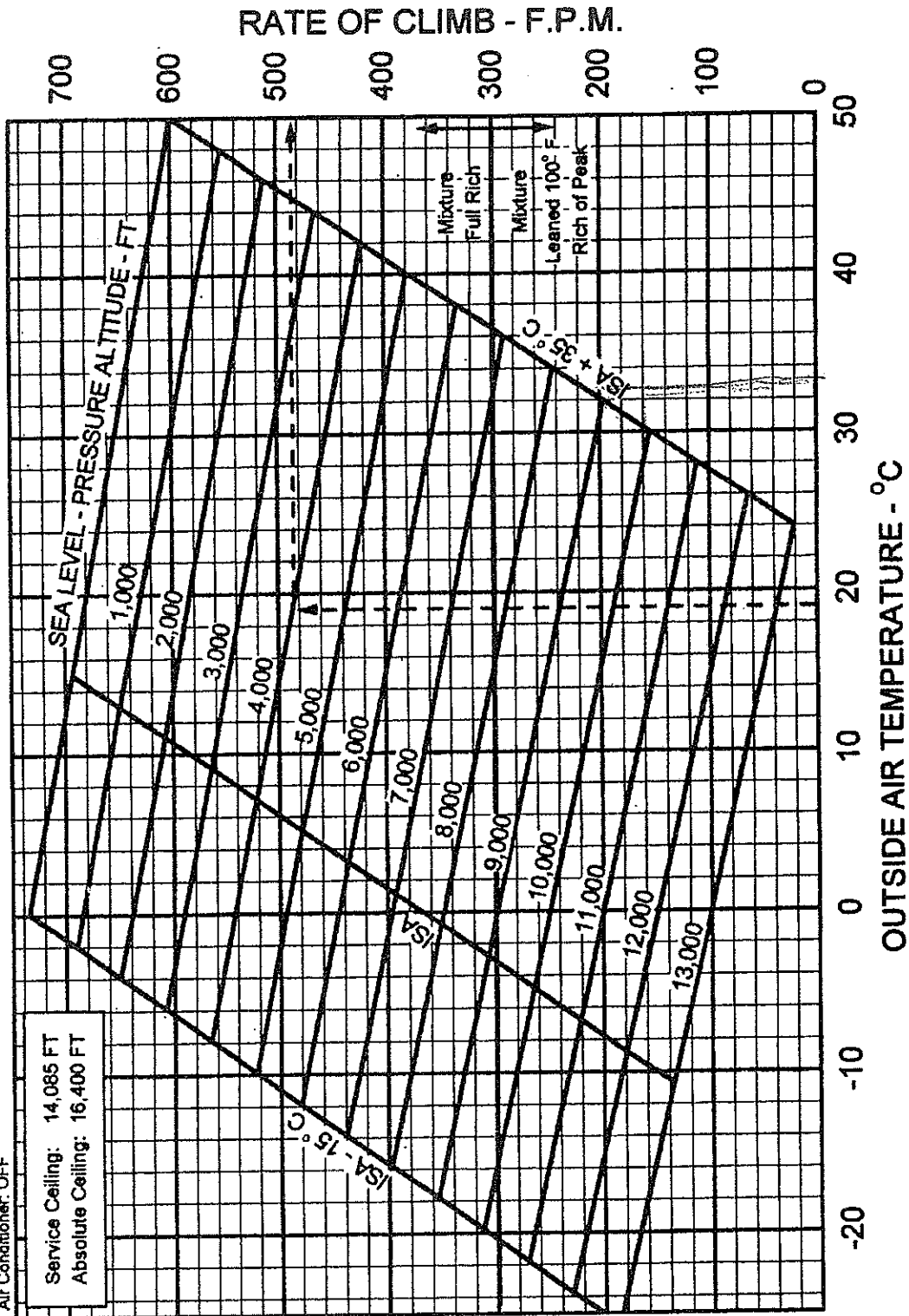
SECTION 5 PERFORMANCE

PA-28-181, ARCHER III

CLIMB PERFORMANCE

ASSOCIATED CONDITIONS:
 Gross Weight: 2550 LBS.
 Power: FULL THROTTLE
 Airspeed: 76 KIAS
 Flaps: UP
 Air Conditioner: OFF

EXAMPLE:
 Climb Pressure Alt. 4000 Ft.
 Temperature: 19° C
 Rate of Climb: 487 Ft/Min.



Climb Gradients

1 Take off climb performance (20.7.4 / 7.1)

In the take-off configuration with landing gear extended, an aeroplane must have the ability to achieve a climb gradient of 6% at takeoff safety speed (TOSS), without ground effect, and with all engines operating at take-off power.

2 En-route climb performance (20.7.4 / 8.3)

Single-engined aeroplanes must have the ability to climb at a gradient of 4.5% at an airspeed not less than 1.2Vs at all heights up to 5000ft in standard atmospheric conditions with the engine operating at maximum continuous power, undercarriage (if retractable) and flaps retracted.

3 Landing Climb performance (20.7.4 / 9.1)

In the landing configuration with all engines operating at take-off power an aeroplane must have the ability to climb at a gradient of 3.2% in standard atmospheric conditions at a speed not exceeding 1.3Vs

Formula

$$\text{RoC} = ((\text{GS} \times 6080) / 60) \times (\text{CG} / 100)$$

Or

$$\text{CG} = \frac{\text{ROC}}{(\text{G.S} \times 6080) / 60}$$