COMING SOON

Piper PA-28 Cherokee 180

Munich, Germany



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	Yes

LOT	AUCTION	BRAND	CATEGORY
#225	#196	Piper	Aircraft

BIDDING CLOSES	SELLER
—	C****s

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DESCRIPTION

The Piper PA-28-180 Cherokee 180 is a four-seat, low-wing single with a 180 hp Lycoming, a fixed-pitch propeller and fixed tricycle gear. The reason to look at it over a Cherokee 150 or 160 is what the extra power buys you on a trip with passengers and bags. Piper's handbooks show a bigger difference in standard useful load than in cruise speed. In other words, the 180 makes more sense as a step up in carrying ability than as a way to knock a lot of time off the same trip.

Flying it

The Cherokee has a manual flap lever and an all-moving horizontal tail, which Piper calls a stabilator. The flaps come out in notches, so there's no electric motor to wait for and you can tell by the lever position what you've selected. On the ground the rudder pedals steer the nosewheel. Some Cherokees have toe brakes, but Piper also supplied a handbrake arrangement, so that's one detail to get straight before the first taxi if you're coming from another single.

Fuel management is another habit to learn on the checkout. The selector draws from one wing tank at a time; it doesn't have a Both position to leave it in for the trip. Get familiar with the selector and the electric boost pump. If you're used to thinking in knots, check the airspeed markings against the handbook as well. Piper published the older Cherokee's approach and cruise speeds in miles per hour, and a familiar-looking number can mean something quite different in knots.

The cabin

Everyone boards over the right wing and through the same cabin door. The aft passengers go in first, and it's worth having the people who'll actually travel with you try getting in and out. Once seated, there's no spar hump across the floor ahead of the rear seats: Piper put the wing carry-through beneath the aft seating. The baggage compartment has an outside door, so bags don't have to go the same way as the passengers.

Loading for a trip

The useful test is to run the weight and balance for the trip you fly most often. Start with the planned fuel, including reserve, then add the people and bags and check where the center of gravity lands. Piper's handbook figures change with the equipment assumed, and the baggage compartment has its own weight limit. Four seats and room behind them don't settle the loading question. The 180 is easier to make a case for when you normally take two or three people and luggage than when the mission depends on filling every seat and both tanks.

Do the same exercise for the runway you expect to use on a hot day. Piper's charts separate ground roll from the distance to clear an obstacle. If there's something beyond the departure end, the ground-roll number alone doesn't tell you what you need to know. That's where I'd spend time with the handbook before deciding that the extra horsepower solves a short-field problem.

Specifications

For a running-cost budget, Piper's Cherokee C handbook gives approx. 10 US gal per hour at 75% power. Use that as a starting point for fuel, then account separately for insurance, storage, the annual inspection and a reserve for engine work. The fixed gear and fixed-pitch propeller mean there's no retraction system or propeller governor to maintain in the standard configuration. There are still air-oil struts, brakes and a nosewheel shimmy damper, and the annual inspection fee doesn't cover everything the shop may find.

For a prebuy, I'd use an independent mechanic who works on PA-28s regularly. Put the wing-root structure high on the list. The FAA has addressed corrosion on the main spars in areas that aren't easily visible, and Piper has issued separate guidance on corrosion at the forward spar attachment fittings. Ask the mechanic to explain which

directives and service bulletins apply, what access is needed to see the areas of concern, and what the inspection will actually cover. Leave room in the scope for the exhaust and cabin-heat shrouds, the gear and brakes, and play at the control-surface hinges.

Piper provides parts catalogs and service publications, and the Piper Flyer Association offers help locating parts. That's useful when the shop has identified a specific fitting or assembly and you need to know how soon it can be sourced. If the prebuy turns up something beyond ordinary wear, ask the shop to check parts availability and estimate labor before you decide how to proceed.

SPECIFICATIONS

General Information

Year	**2011**
Model	**Piper PA-28-180 Cherokee 180**

Engine & Power Systems

Engine Type	**Carbureted Lycoming O-360 four-cylinder piston engine, 180 hp**
Propeller Type	**Fixed-pitch Sensenich in standard configuration**

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR





INTERIOR



MECHANICAL



EXTERIOR


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