

The Official Publication of the Piper Owner Society Since 1986

PIPER

MAGAZINE

CHEROKEE
180
GUIDE

2021 EDITION

EXPERT REVIEW
OWNER RESTORATION
30 OWNER TIPS

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FROM THE EDITOR



Welcome to the 2021 *PIPERS* magazine Cherokee 180 Guide. This guide is intended to give you advice on owning a Piper 180, whether you're researching before you buy or own one and are looking for tips.

If you're not familiar with us, *PIPERS* magazine is produced by the Piper Owner Society, a member organization with thousands of Piper owners who collaborate to help each other safely and enjoyably fly their planes. For just \$59 a year, Piper Owner Society members receive:

- 12 monthly magazines with articles like those in this 180 Guide.
- A members-only forum where you can get answers and advice from people who own Cherokees in addition to our organization's suite of experts.
- A tech line including phone and email support from our organization master pilot and A&P/IA.
- Articles in recent magazines have included:
 - ☐ Avionics: The Perfect Panel (3-part series).
 - ☐ Learning to Buy or Buying to Learn: Which ownership path is better?
 - ☐ Determining the right value for your aircraft.
 - ☐ How to Properly Preflight.
 - ☐ Dozens of member restorations and hundreds of member-written tips.

We hope you take the next step and sign up to join the conversation, get your most-pressing questions answered, and read the best advice articles available anywhere. See the special offer on the facing page.

Tailwinds,

Katie Holliday-Greenley
Aviation Editor



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PIPERS

MAGAZINE

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Photos by Jack Fleetwood (www.jackfleetwood.com)

CHEROKEE 180

Piper's primogenitor of an era

Hang around pilot meetings or aviation gatherings such as EAA AirVenture Oshkosh or SUN 'n FUN Aerospace Expo in Florida and you're almost bound to encounter discussions of the relative merits of high-wing versus low-wing aircraft.

Proponents of high-wing models argue that high-wing machines have some natural advantages. First, since fuel tanks generally are mounted in the wings, that means the fuel pressure is maintained by gravity as well as the engine-driven pump. Conversely, low-wing airplanes are often started with help from an electric pump.

Another arguable benefit of high-wing airplanes may be better crashworthiness. High-wings are mounted

farther to detach in the event of an emergency, off-airport landing. Finally, it's easier to see the ground from a high-wing machine

Fans of low-wing airplanes argue that in-flight visibility is more critical at or above an aircraft than below. Similarly, refueling is simpler and tiedowns are often easier to reach. Low-wing advocates also like to compare low-wing airplanes to military fighters, and those are nearly always low-wing machines. (OK, the Navy F8 Crusader is a high-wing and there are, after all, no low-wing birds.)

Piper, for one, chose to build its "modern" general aviation, single-engine airplanes with low wings. (The Tri-Pacer was the one exception.)



With ample room in the backseat and adequate power to life four adults, the Cherokee 180 became Piper's first true four-seater. Owner Jake McCullough upgraded to this 180 from a Cherokee 140. Jake said his 180 is perfect for work and family vacations.

Piper's first true four-seater

Then came the Cherokee 180. I hear you saying, "Give me a break, Bill. You're not seriously suggesting there was anything special about the pedestrian Cherokees, are you?"

Why, yes, in fact, I am. The first of the true four-seat Cherokees may not have been as legendary as the Beech Staggerwing or the classic Boeing Stearman, but it was indeed a special airplane in that it was the first Piper four-seater truly capable of lifting four people.

Yes, there had been the Piper Pacer and Clipper — marginal, low-powered, four-place machines of the '40s and '50s — and the modestly more capable 160-hp Tri-Pacer of the same period, but these were correctly considered marginal performers with a full load.

(Significant or not much, I logged my first few hours of flight time in a 65/85-hp Super Cub and spent much of the rest of my private training in a Colt — a two-seat, 108-hp, economy version of the Tri-Pacer. Fun little airplane, but its stubby wings didn't provide much glide with power off.)

Then, too, the less powerful Cherokees that preceded the Cherokee 180 — the 140, 150, and 160 — weren't quite up to the task of lifting a quad of people. Performance with a full string quartet aboard was marginal, even without their instruments.

Economical design

In fact, Piper's first semi-modern, fixed-gear, single-engine people-mover of four full-sized humans was the Piper Cherokee 180. The collective brainchild of John Thorp (of T-18 fame) and Fred Weick (father of the Ercoupe and NACA airfoil designer/engineer), the PA-28-180 incorporated a purely rectangular wing with a constant chord and a conventional "Hershey bar" configuration featuring a dramatically curved surface on top and a comparatively flat bottom wing.

Technically, it was known as a NACA 65(2)-415. The 415 referred to Weick's Ercoupe design of 20 years before, which used a similar airfoil. The primary goal of the Cherokee design from the outset was to produce an aircraft that could actually make a profit. The Cherokee series was configured with significant efficiencies of production that would allow Piper to build a safe, economical aircraft at a low cost to allow sales at a reduced price.

In 1963 when the Cherokee 180 was introduced, Piper's average equipped price was only \$15,100 (that's nearly \$130,000 today) whereas the Skyhawk cost \$14,751 with normal options. Today, according to Price Digest, the two 1963 models sell for average used prices of \$31,000 for the Cessna and \$26,000 for the Piper. Keep in mind, however, that condition is everything on airplanes of that age.



Jake's Cherokee 180 is already IFR certified, but he said he plans future upgrades to make IFR trips easier.



SPECIFICATIONS & PERFORMANCE

Piper Cherokee 180

All specifications and performance figures are drawn from official sources, often the aircraft flight manual or the manufacturer's web site. Another reliable source of information is Jane's All-the-World's Aircraft.

Engine make/model:	Lycoming O-360-A2A
Horsepower:	180
Fuel type:	100LL
Landing gear type:	Tricycle/fixed
Max takeoff weight:	2,400 pounds
Empty weight:	1,230 pounds
Useful load standard:	1,170 pounds
Usable fuel standard:	50 gallons/300 pounds
Payload full standard fuel:	870 pounds
Wingspan:	30 feet
Overall length:	23', 4"
Height:	7', 4"
Wing area:	160 square feet
Wing loading:	15 pounds per square foot
Power loading:	13.3 pounds per horsepower
Seating capacity:	4
Cabin doors:	1
Cabin width:	41 inches

Performance

Cruise speed (75%):	124 knots
Cruise fuel burn:	9 gph
Best rate of climb at sea level:	750 fpm
Service ceiling:	15,700 feet
Stall (Vso):	50 knots
Takeoff run:	775 feet
Landing run:	600 feet





Jake's Cherokee 180 is pristine inside and out.

Inevitably, the basic Piper Cherokee 180 was improved as it matured. Later versions of the Cherokee 180 used the longer-span, semi-tapered Warrior wing, an obvious aesthetic success, but perhaps a less desirable aerodynamic section.

Designer John Thorp commented about the later tapered wing, "Tapered wings tend to stall outboard, reducing aileron effectiveness and increasing the likelihood of a roll off into a spin." Noted aircraft designer and aviation writer Peter Garrison agreed that tapered wings were of limited value. "To prevent tip stall (with the semi-tapered airfoil), designers resorted to providing the outer portion of tapered wings with more cambered airfoil sections, drooped or enlarged leading edges, fixed or automatic slots or slats, and, most commonly, wing twist or wash-out. The trouble with these fixes is that they all increase drag, often canceling whatever benefits the tapered wing was supposed to deliver in the first place."

As Garrison knows better than most pilots, there are tradeoffs inherent in every aspect of wing design. Back in the 1960s and 1970s, he designed, constructed, and flew a remarkable, long-range, homebuilt Melmoth, in which he flew over the Pacific Ocean from Alaska to Japan.

All wing designs represent a series of compromises. The simple, original, rectangular wing design was intended to offer an extremely docile stall, and that was exactly the result. When Weick and Thorp were done with the PA-28 wing, its stall characteristics were little more than a gentle, slow motion hobbyhorse bucking up and down with almost no tendency to drop a wing. Hold a Cherokee in a coordinated stall and the airplane

would usually mush toward the ground at 800-900 fpm in a roughly level attitude. If the pilot made no attempt to flare at all, the airplane would impact the ground at about 10 mph.

Another benefit of the original wing design may have been slightly reduced drag that resulted in perhaps a knot more real-world cruise than the later Warrior wing. Piper billed the follow-on, 180-hp Archer with the new wing as having "slightly quicker roll response," but, again, few pilots could tell the difference. It looked sexier, and that's what counted.

Competitive power

With 180 hp out front, Cherokee 180s were among the first Pipers to present real sales competition to the Cessna Skyhawk, which had outsold everyone from the day of its introduction. The Cherokee 180 offered an answer to those pilots who preferred a low-wing design rather than a high-wing aircraft.

The Cherokee 180 was targeted at the man with a small family or the pilot who needed on-demand business or pleasure travel over short distances. Performance was adequate for operation anywhere in America, perhaps excluding the high Rockies or Sierra Nevada on a hot summer day.

Best of all for pilots who purchased a Cherokee 180 to haul their family, the PA-28-180 featured one of the most reliable general aviation engines of all time. The Lycoming O-360-A1A has a TBO of 2,000 hours, but that doesn't even begin to tell the story of its trustworthiness.



These days, practically every dedicated general aviation engine offers the same 2,000-hour TBO. Over the last 50 years, however, the Lycoming O-360 (and its injected cousin, the IO-360) has become something of a legend of endurance and trouble-free operation. It's about as simple as an engine can be, a standard, wet-sump, horizontally opposed, four-cylinder mill fed by a carburetor, and owner/operators swear by it.

The Cherokee 180's service ceiling was alleged to be 16,400 feet, though it's unlikely anyone ever elected to check that number. A more typical cruise height was 7,500 feet, and you could usually see that altitude 15 minutes after departure from sea level. Climb was an initial 750 fpm, not bad for a 2,400-pound airplane with only 160 square feet of wing and 180 hp for encouragement. In contrast, the comparable 172's ascent was 645 fpm from sea level. Even at 7,500 feet, the Cherokee 180's climb was usually 400 fpm or better.

Unless, that is, it was summer and the airplane was hot and tired. Even the Cherokee 180 was weak when the density altitude was a little high and the pilot was a little dumb. Once, flying out of Big Bear, California, (elevation 6,750 feet MSL) in summer in a poor, defenseless rental Cherokee 180, I learned the hard way that performance charts are only for ideal situations.

With four folks to lift, fortunately two of them lightweight women, I calculated our takeoff run and rate of climb and concluded the departure "should be" no problem. The airplane obviously had never read the book. The typical departure out of Big Bear Lake features an

initial leg over the lake itself. We survived, or I wouldn't be writing this, but my rear seat passengers thought it was hilarious when I buzzed sailboats at 50 feet or less. Everyone was waving and having a good time — except me. I was struggling for every foot of altitude I could get. Fortunately, there was a dam at the west end of the lake. I cleared the power lines on top of the dam, and it was all downhill from there. Thank you, God.


Performance

Excluding such stupid pilot tricks, the Cherokee 180 was an uncommonly safe and reliable four-seater. Gross weight was set at 2,400 pounds, and the Cherokee 180's basic empty weight was only 1,230 pounds. With a full 50 gallons of fuel aboard, the airplane offered an impressive 870 pounds of payload. Even with an additional 100 pounds of avionics and other options, the 180 still offered a four-folks-plus-baggage allowance. The baggage compartment behind the rear seats was limited to 125 pounds, but if Cherokee pilots needed to lift more, they could always opt for the PA-32 Cherokee Six.

An additional advantage was that the CG envelope was wide and accommodating. You could load pretty much anything or anyone in any seat without concern for driving the balance point out the back of the envelope. That's not to suggest the airplane paid no attention to the location of weight, but it did far better than you might expect.

Cruise performance in the airplane was nothing to write home about, but again, the Cherokee outpaced the Skyhawk, scoring 124 knots to the Cessna's 114 knots. True, that's a little unfair, since the Piper sported 180 hp and the Cessna had only 145, but those were the numbers in the early '60s. The more realistic comparison might be between the Cherokee 150 and the Skyhawk, but the 150 wasn't really a four-seat machine.

Landing characteristics were in perfect keeping with the airplane's benign stall manners. The manual flaps allowed you to lever in 15, 25, or 35 degrees of underwing spoilers as fast as you could think about it. Approaches worked well down to any speed above 60 knots and judging flare height was almost silly simple. Hard to believe, but some instructors actually criticized the Cherokee 180 as being *too* easy to fly, as if any airplane could be judged as too safe. In fact, Piper's oleo struts made even amateurs look good.

However many folks you carried in a Cherokee 180, the model represented the precursor of things to come. The Archer was the logical follow-on and the retractable, constant-speed-prop-equipped Arrow was next. Perhaps more than coincidentally, Arrows represent a major portion of basic trainers around the world. —



Bill Cox took his first flight in a Piper J-3 Cub in 1953 and has logged some 15,000 hours in 311 different types of aircraft since. He has authored more than 2,200 magazine articles and was the on-camera host of the 1980s TV series "ABC's Wide World of Flying." Bill is currently rated Commercial/Multi/Instrument/Seaplane/Glider/Helicopter. He can be contacted via email at flybillcox@aol.com.

Owner's Perspective

By Jake McCullough



What is your advice for someone who's considering buying a plane like this one?

Do it! Absolutely consider the PA-28-180. Obviously it depends on your mission, but for mine it was perfect. I bought it six years ago as the first airplane I owned. I was working and living in Midland, Texas, and the eight-plus hour drive back to Baytown, Texas, to see family was getting pretty monotonous and difficult to drive regularly. I wanted something that was not overly expensive in both purchase price and maintenance as I was a first-time owner and wanted to get my feet wet before I bit off more than I could chew. I haven't regretted it once since. I started my training in 1999 in a PA-28-140 and have had a love for the Piper ever since. The 180 gave me the payload my family needed for us to take it on family vacations and trips. I've used it for work many times as well flying all over the state of Texas. I fly it about 120 hours per year for both work and pleasure. I believe that it's a good all-around airplane for both training and pleasure. Very economical to own. We love ours and think of it as part of the family.

What are your favorite things about this airplane versus the others you've flown?

I think the Piper Cherokee 180 is just a prettier airplane than a Cessna. I've always made the joke that I looked better proudly standing on the wing of a Piper Cherokee than crouched under the wing of a Cessna.



If you could change anything, what is the one thing you'd change?

I'm not sure I would change a thing. It's the plane I started flying in 21 years ago, and I can't imagine making it any different.

Is it pretty much stock or have you made any updates/changes?

Other than a couple of GPSs and a repaint a few years back, it's pretty much all stock. It is IFR certified, but I'm considering doing some upgrades in the future to help make IFR usage easier. —✈



Shiny & New

Simple updates and fixes make for a beautiful restoration.

I got my private pilot certificate in 1995 and my instrument rating about a year later. I bought my first airplane barely a week after becoming a pilot — I knew that renting wouldn't be for me. I loved flying much too much! I owned that PA-28-140 for 9 years but eventually got out of aviation for 15 years. But this rusty pilot got out of the mothballs 2 years ago at age 59. I showed up at the same FBO that I had done business with years ago and got reacquainted with some old friends. I wanted to buy an airplane. Colonial Air GM Chris Cunningham showed me Cherokee N9571J

right away. It didn't take long for me to proclaim that, although it was in my price range at \$32,000, this was not going to be my airplane. In retrospect, I think that what turned me off was how dirty and unkempt the aircraft was. N9571J was built in 1966. I'm probably wrong to say that it had never been cleaned since 1966, but that is the impression that I had at the moment.

Within a few weeks, something — I'm not sure what — compelled me to give the airplane another look. Ultimately, the avionics led me to choose this aircraft. It's



The exterior looked OK even though the paint was dull, but the interior was in rough shape in 2017.



Above: One of the first things that I did was to renew the wing walk.

Below: In the interior, I improved any little details that I could. This included repainting the air vents.



not that it has a glass cockpit or the ultimate and the latest and the greatest. But it did not have legacy radios or lots of things that had no value like ADF. N9571J had two glide slopes and a Garmin 430. If I bought an airplane without a GPS, I would want to buy one very badly and that would cost many thousands of dollars over and above the cost of the aircraft.

The exterior of the airplane was OK. The paint was dull and the 3-inch N-numbers made the airplane look old, too. I bought the aircraft in September 2017 with the thought that a good cleaning would go a long way.



The flap handle got cleaned up and a new coat of paint.



The seatbelts also got a facelift with new detailing on the buckles.



Many areas of the cockpit were just worn down like the detailing on the panel.

The avionics were a deciding factor not because N9571J had the latest and greatest, but because it had GPS already installed and none of the legacy electronics I didn't want or need.

My wife and I took all of the carpet out of the airplane and brought it home to power-wash it. We were sure that it had never been cleaned. The carpet in the baggage compartment, however, was like new. We cut that up to make new carpet pieces for the interior.



The new carpet pieces helped to renew the airplane for virtually no cost.



Top: The rear bucket seats provide more comfort for passengers.
Above: The area around the pedals clean and bright with new side panels and carpeting.

For very little money, N9571J became much more aesthetically pleasing. In the meantime, I still had notifications on eBay for anyone selling things for Piper Cherokees. In June of 2018, I got a notice that someone in Kentucky was selling a complete leather interior from a 1972 Cherokee for \$1,000. I wasn't 100% sure that it would fit, but I was sure enough that I could make it fit. Meaning that if it didn't fit, I could use the leather somehow or cut the panels to fit in some way. Anyway, I bought the interior instantly.



The carpets were renewed a bit, but the seats were still vintage 1966 and worn.



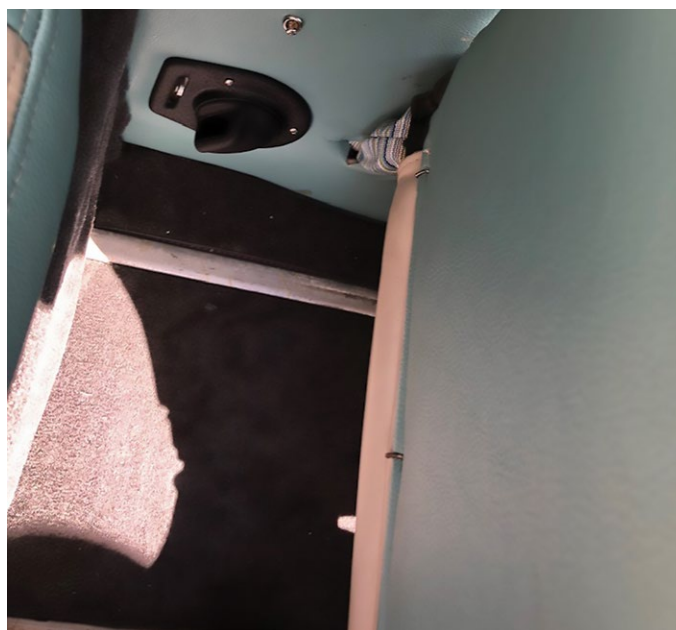
This is all I saw of the interior that I bought on eBay for \$1,000.

Then updating the interior took on a life of its own! I bought a carpet set from Airtex and some new plastic parts. The new leather interior fit like a glove!

The interior was my pride and joy, but it made the exterior look even worse and more desperate for attention. The cost I was quoted to paint the airplane was \$17,000 and it would take 3 months! Those are two sacrifices that I found very hard to make. I didn't have



The new leather interior fit the seats perfectly and brightened up the interior significantly.



The combination of new, light blue seats and new dark carpeting make a striking, beautiful contrast in the rear passenger area.



The rear seats are much more inviting with the new interior.



I even replaced the fuel selector with a modern version. The original one worked fine, it just looked antiquated.



I bought color-coded toggle switch handles and new labels.

the \$17,000 to spend and I never go 3 months without flying. I gave my airplane a good hard look. The paint on the fuselage, although dull, was in fine shape. The wings were a different story. The paint was awful.

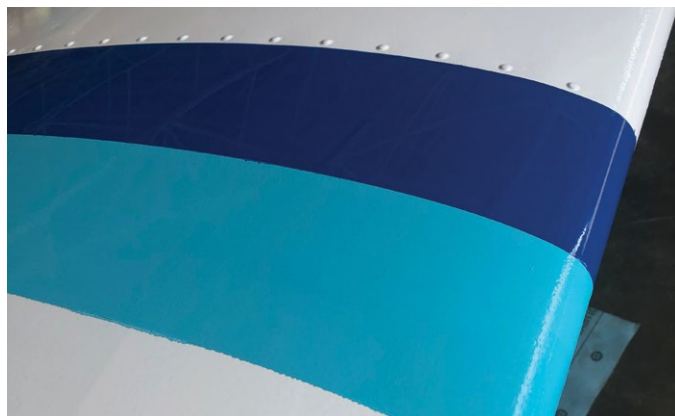
I never considered this a possibility before, but a friend who built and painted ferries and steamships throughout a long career convinced me that he could tackle the job of stripping and repainting the wings on the airplane. He sanded the wings down to bare metal and painted the stripes to match the leather interior. This isn't a complete paint job, but the metal is protected, and the appearance has been greatly improved. Now N9571J shines on the ramp, flies like a dream, and is my pride and joy. ✈️



With the new interior installed, the worn paint really became obvious.



When it came time to look at repainting the exterior, the wings were the first thing in need of attention.



The striping on the wings greatly improved the appearance of the airplane.



Above: The airplane is now protected bare metal with striping that matches the interior.

Below: N9571J is now an eye catcher on the ramp.



30 Tips: Owner Advice

These Cherokee 180 owners have offered this advice to help you enjoy your plane safely and affordably. Join in the conversation on our forums, and submit your advice at piperoowner.org/submissions.



Bob Heybrock

1969 Piper PA-28-180

What are your top tips for someone who owns or is considering buying this model?

1 On buying: Find a plane that has the avionics you want already installed. Have a thorough prebuy inspection done by a mechanic of your choosing who is very familiar with Cherokees!

2 On owning: Get to know how everything works on your plane — all instruments, monitors, and avionics. Have an oil analysis done every oil change and install an engine monitor if not already equipped. Listen and learn from others!

What is special or unique about your aircraft?

Nothing special, just a clean, solid aircraft. It's IFR equipped and certified with a Garmin 430W, Electronics International engine and fuel flow monitor, and ADS-B In and Out.

What was your most recent upgrade? How did it go?

Most recently I upgraded my existing ADS-B Out by installing a Garmin GTX 345. This allowed me to shed my total dependence of ADS-B In from my Scout dual band receiver and iPad/ForeFlight as it is now available on my 430W. In doing so I've replaced a 40-plus year old transponder and gained a few situational awareness features in the process. I still use my 9.7-inch iPad to monitor traffic but it's comforting to have two sources for that information. The installation went great and I was able to sort out a couple of nuisance anomalies with my panel illumination due to incorrect connections done in the past. Fortunately, I had the luxury of having the work performed at my home airport and was able to assist with some basic removal and reinstallation of extraneous items.



Preparing for takeoff from Triple Tree Aerodrome (SC00) in October 2019.

What is the biggest ongoing challenge with this aircraft?

I've owned my plane for only eight months so I've got a lot to learn about when annual time comes around, but I've kept up with minor squawks and replaced a few things my mechanic told me needed to be done next annual so nothing really to report in this area.

What is the best reason to fly this aircraft?

The 180 hp is nice for sure! Fifteen years ago I trained in a Cessna 172 for about 25 hours of my 60 hours of instruction, completing the latter and getting my certificate in April 2018. I was never really introduced to a Cherokee back then. I prefer the visibility and the cockpit layout over the Cessna and, quite frankly, I just think Cherokees look cooler!

What is your advice to someone who's considering buying this model?

3 Be patient — that can be difficult I know! I had an offer on another plane and the more I found out about it the worse things were looking. I spent about \$1,500 to walk away and it was money well spent!

4 That mechanic said, "Find yourself a 180D; they're real workhorses!" So, I found a good one, got it checked out, and this is it!



Douglas Harvey's 1969 Cherokee 180 at Hanover County Airport (KOPF) in Ashland, Virginia.

Douglas Harvey 1969 Piper PA-28-180

What are your three top tips for someone who owns or is considering buying this model?

- 5 Bleed the brakes, especially if there are toe pedals. The system is complex and can easily get air, which will make them mushy.
- 6 Make checking the cowl clips part of the preflight checklist.
- 7 Use full flaps only fairly close to the runway. Drag is very high at full extension.

What is special or unique about your airplane?

It has Garmin dual G5s, GFC-500 autopilot, GTN 650 GPS, GTX 345 transponder, GNC 255 nav/comm, and Flight Stream 210. It also has an Electronics International CGR-30P engine monitor and an Artex ELT 345. The vacuum system has been removed. I installed GAC fairings and seals.

What was your most-recent upgrade? How did it go? What would you recommend to others related to that project?

- 8 Added the CGR-30P engine monitor (basic model) in September 2019. With this, the mechanical tach was removed, and I now have EGT and CHT on each cylinder. This has shown that I was sometimes climbing too aggressively in hot weather and putting more strain on the engine than necessary.



What is the biggest ongoing challenge with this aircraft?

Deciding when to overhaul or replace the engine. It now has about 1,400 hours since overhaul, but elapsed time is more than 30 years.

What is the best reason to fly this aircraft?

- 9 It has more power than most Cherokees, but is still simple to fly.

What is your advice to somebody who's considering buying this model?

- 10 Check that the "big" ADs have been addressed such as the ones involving wing spars and fuel tanks.
- 11 Look for good logbook history.



Dean Fawley 1969 Piper PA-28-180

What are your three top tips for someone who owns or is considering buying this model?

- 12 Fly it often. Lack of use causes rust in the machine and the pilot.
- 13 Keep it maintained. It is a very capable aircraft with a nice useful load.
- 14 It has good range during a comfortable ride.

Dean Fawley's 1969 Cherokee 180 after the aircraft was detailed. Dean said it needs paint, but the plane is well maintained.

What was your most recent upgrade?

Installing a custom interior. It was an owner-participation install.

Douglas Ehmann

1969 Piper PA-28-180

What are your top tips for someone who owns or is considering buying this model?

- 15 Get a pre-purchase inspection.
- 16 Once you decide on a model, buy the best example you can afford. It will be the best value in the long run. Spending down, with a plan of fixing or upgrading later, will not be a good value.
- 17 Get some trusted partners if you can't do it alone. Fly often!

What was your most recent upgrade? How did it go?

Installed ADS-B In and Out. It went fine. I also added an iPad with ForeFlight. It's revolutionized flying!

What is the biggest ongoing challenge with this aircraft?

Keeping the old avionics working properly. Ongoing expenses like hangar fees, insurance, and annuals.

What is the best reason to fly this aircraft?

- 18 It's a solid, reliable, easy-to-fly, economical aircraft. It would be hard to find a better value.



What is your advice to someone who's considering buying this model?

- 19 Have a hangar lined up before you buy the aircraft. An outside tie-down would be tough on the airplane.

Danny Beavers

1965 Piper PA-28-180

What was your most recent upgrade?

Just upgraded the panel with two Garmin G5s and removed the vacuum system. It also has an Avidyne IFD 440 and the Lynx NGT 9000.

What is the biggest ongoing challenge with this aircraft?

I have not found many challenges with this aircraft. Has been very efficient and reasonable to own.

What is the best reason to fly this aircraft?

Great airplane and very economical to own.



Danny Beavers' 1965 Cherokee 180 landing at EAA AirVenture Oshkosh 2017.

What is your advice to someone who's considering buying this model?

- 20 I think this is a great airplane and would advise anyone to buy this airplane. It covers a lot of missions.



Mark Smith's 1972 Cherokee 180 at the airport before the move for annual!

Mark Smith 1972 Piper PA-28-180



What are your three top tips for people who own, or are considering buying, your plane model?

1. Get a prebuy inspection.
2. Fly often.
3. Stay healthy.

What was your most-recent upgrade?

New avionics, HSI comm, upgraded Stratus, and new mini iPad with ForeFlight. Plus a new interior.

What is the biggest ongoing challenge with this aircraft?

Annual — it has been sitting in the sun for a while.

What is the best reason to fly this aircraft?

For me, travelling back and forth to my home in Atlanta area. My daughter is a CFI and can train with the aircraft.



Jon Pack's 1963 Cherokee 180 on a flight between northern Georgia and Spruce Creek Airport (7FL6).

Jon Pack 1963 Piper PA-28-180

What was your most recent upgrade?

Wing tips from LoPresti and Garmin dual G5s, GNX 375, and GDL 82.

What is the best reason to fly this aircraft?

It has great load capacity.

What is your advice to someone who's considering buying this model?

21 Only buy the 180 or 235.



James Ellis

1966 PA-28-180

What are your three top tips for people who own or are considering buying this model

22 Very safe airplane. Generally stalls end up in a wings-level, nose slightly down attitude. Little or no wing drop.

23 On Hershey Bar-wing 180s, the plane can develop a high sink rate with nose up and wings level if you get too slow.

24 Trim on the ceiling on older Cherokees is really a cool feature when you get used to it. Piper should put it back up there, not scrunched back between the seats behind the flap lever. (And they should keep the manual flap lever on all Cherokees!)

What is special or unique about your airplane?

Just a well-maintained old bird with a Garmin 430W and a Garmin 345 ADS-B Out and In transponder. I put over \$50,000 into it over the last 10 years and don't regret a penny of it!

What was your most recent upgrade? How did it go?

Garmin 345 ADS-B Out and In transponder. Selling a Garmin 330 transponder at the same time kept the price reasonable.



Top: N9040J at Quonset Air Museum in North Kingstown, Rhode Island, with a replica Air Force One that serves as a museum in the background.

Above: N9040J taxiing for takeoff at Minuteman Airport (6B6) west of Boston, Massachusetts.

What is the biggest ongoing challenge with this aircraft?

25 Finding mechanics and a maintenance hangar at my local airport.

What is the best reason to fly this aircraft?

Solid, safe, dependable aircraft. Hershey Bar wing will land shorter than the newer Warrior wing models.

What is your advice to someone who's considering buying this model?

26 If you get a well-maintained one with a good GPS and good ADS-B In (traffic on the GPS screen), any of the Cherokee series will be a good aircraft to own and fly.



Juliet at Hidden Lake Airport (FA40) runway in New Port Richey, Florida.



Steve Carper standing in front of *Juliet* at his hangar. The VT on the tail stands for Virginia Tech, Steve's alma mater 50 years ago.

Steve Carper

1968 PA28R-180

What is special or unique about your airplane?

Just had *Juliet* painted this past winter. Garmin 430W, JPI engine analyzer, and iPad running Garmin Pilot software. The engine was overhauled 4 years ago. After these improvements and several Knots 2U mods, I'm now seeing 165 mph true airspeed at full throttle.

What is the biggest ongoing challenge with this aircraft?

27 The electronics in a plane this old require constant updating. But it's well worth the investments.

What is the best reason to fly this aircraft?

The new higher speed makes this Arrow a joy to fly. The 180-hp engine burns less than 11 gph and carries four adults with minimal luggage or two people and lots of luggage. More than 1,000 pounds payload including fuel.

What is your advice to somebody who's considering buying this model?

28 The older Arrows are getting harder to find but if you can find one, I recommend it. Newer Arrows are larger on the inside but burn more avgas (200-hp engines) and carry a lower payload. The extra 5 inches in the back seat of the newer model is nice.

Earl Burkholder

1963 Cherokee 180

Special or Unique Features

Steam gauge IFR equipped with ADS-B/iPad Mini 4 — a retirement present from my wife.

What is the biggest ongoing challenge with this aircraft?

29 Overheating in the cabin — I would love a pilot-side door.

What is the best reason to fly this aircraft?

It's economical for 300-500 nm trips.

What is your advice to somebody who's considering buying this model?

30 Have it inspected rigorously by a qualified mechanic — I have been slowly correcting minor issues. My work and knowledge of deficiencies allowed me to negotiate with the seller to reduce the price. Unless you fly hard IFR don't be afraid of steam gauges.



N7368W outside the hangar on a beautiful spring morning! Ready to fly!