

Piper PA-28 Archer DX Model Guide

The Piper PA-28 Archer DX is a four-seat, single-engine piston airplane. The library record gives a first model year of 2019 and no end year, so it appears to be still in production. None of the supplied documents is a DX manual. They cover the older PA-28-180 Cherokee Archer and the PA-28-181 Archer. Treat the figures below as related-model reference, not DX specifications.

KEY TAKEAWAYS

- Piper PA-28 Archer DX: 4 seats, single-engine piston, first year 2019, no end year in the library record.
- No DX-specific performance, weight or fuel data was supplied. Get the DX flight manual and weight and balance report before buying.
- The related PA-28-181 checklists show Vy 76 KIAS and 48 gal usable fuel. Confirm both against the DX manual.
- The PA-28-180 manual states gross weight of 2450 lbs and a useful load of 1046 lbs. These are not DX figures.

WHAT THE DOCUMENTS COVER

The sources are the 1973 PA-28-180 Cherokee Archer operating manual, two PA-28-181 Archer checklists, and a Garmin G1000 guide for the PA-28-181. The PA-28-180 manual (revised November 1975) lists gross weight 2450 lbs, standard empty weight 1404 lbs and maximum useful load 1046 lbs. None of these is a DX document.

REFERENCE SPEEDS (PA-28-181 CHECKLIST)

Related PA-28-181 checklist values, not confirmed for the DX: Vne 154, Vno 125, Va 113 (at 2550 lbs), Vfe 102, Vy 76, Vx 64, Vs1 55 and Vs0 49 KIAS. The checklist lists usable fuel as 48 gal, and 34 gal to the tabs.

WHAT TO CHECK ON INSPECTION

The PA-28-181 checklists give these run-up and preflight limits: magneto drop of 175 RPM maximum, a 50 RPM maximum difference between magnetos, vacuum 5.0 in Hg, and oil 6 Qts minimum. They also include an annunciator panel check. Confirm the DX limits in its own manual.

SAFETY NOTES

- The PA-28-180 manual says the FAA-approved Airplane Flight Manual is the authority if it conflicts with the Pilot's Operating Manual. Use the manual for the exact serial number.
- The Garmin G1000 guide for the PA-28-181 warns against using outdated databases. It also warns against relying on the traffic display alone for collision avoidance.
- The PA-28-180 manual says performance for a specific airplane varies with equipment, engine and airframe condition, atmosphere and piloting technique.