

PA-18 Owners Manual
GENERAL SPECIFICATIONS

SECTION 1

PERFORMANCE

Published figures are for standard airplanes flown at gross weight under standard conditions at sea level, unless otherwise stated. Performance for a specific airplane may vary from published figures depending upon the equipment installed, the condition of the engine, airplane and equipment, atmospheric conditions and piloting technique.

Takeoff Run (ft)	200*
Takeoff Run over 50 ft barrier	500*
Best Rate of Climb Speed (mph)	75
Rate of Climb (ft per mm)	960
Best Angle of Climb Speed (mph)	45*
Service Ceiling	19,000
Absolute Ceiling	21,300
Top Speed (mph)	130
Cruising Speed (75% power mph)	115
Cruising Range (75% power)	460
Fuel Consumption (gph) (75% power)	9
Stalling Speed (mph)	43*
Landing Roll (ft)	350

*Flaps Extended

POWER PLANT

Engine	Lycoming O-320
Rated Horsepower	150
Rated Speed RPM	2700
Fuel Consumption (75% power gph)	9

FUEL AND OIL

Fuel Capacity (gal)	36	
Oil Capacity (qts)	8	Min 4

FUEL SYSTEM

Up to 36 gallons of fuel may be carried in the two 18 gallon fuel tanks, one in each wing.

A small (approximately 2 quarts) header tank, which serves to maintain constant fuel flow to the engine, is included in the installation of each fuel panel. The header tank for the right tank is concealed behind the headlining aft of the rear seat.

Fuel indicator sight gauges are installed in the upper cabin side panels and are easily discernible from either seat. The fuel shut-off valve is in the left cabin panel near the front seat. Electric fuel gauges are available as optional equipment.

The fuel strainer, on the lower left side of the fire wall in the engine compartment is installed to trap water or sediment that may collect in the fuel system. It should be drained before each flight. Fuel screens are provided at each tank outlet, in the strainer, and at the carburetor.

The engine primer pump on the right side of the instrument panel takes fuel from the top of the fuel strainer and pumps it directly to all four cylinders on the engine. The primer should be locked in at all times, except when in use, to prevent malfunctioning of the engine.

An idle cut-off is incorporated in the carburetor so that full extension of the mixture control stops the flow of fuel at the carburetor. The cut-off should always be used to stop the engine.

Use fuel alternately from the left and right tanks, about one hour each time, to maintain lateral trim.