

THE

# cherokee **ARROW**

PILOT'S OPERATING MANUAL



BY



This manual is incomplete without an APPROPRIATE FAA APPROVED AIRPLANE FLIGHT MANUAL and an APPROPRIATE WEIGHT AND BALANCE REPORT.

WARNING

EXTREME CARE MUST BE EXERCISED TO LIMIT THE USE OF THIS MANUAL TO APPLICABLE AIRCRAFT. THIS MANUAL REVISED AS INDICATED BELOW OR SUBSEQUENTLY REVISED IS VALID FOR USE WITH THE AIRPLANE IDENTIFIED BELOW WHEN APPROVED BY PIPER AIRCRAFT CORPORATION. SUBSEQUENT REVISIONS SUPPLIED BY PIPER AIRCRAFT CORPORATION MUST BE PROPERLY INSERTED.

MODEL PA-28R-200

AIRCRAFT SERIAL NO. 28R-7635004 REGISTRATION NO. N402DS

PILOT'S OPERATING MANUAL, PART NUMBER 761 578 REVISION REV 15

PIPER AIRCRAFT CORPORATION  
APPROVAL SIGNATURE AND STAMP \_\_\_\_\_

Assurance that the airplane is in an airworthy condition is the responsibility of the owner. The pilot in command is responsible for determining that the airplane is safe for flight. The pilot is also responsible for remaining within the operating limitations outlined by the Airplane Flight Manual, instrument markings, and placards.

This Pilot's Operating Manual is not designed as a substitute for adequate and competent flight instruction, knowledge of the current airworthiness directives, applicable federal air regulations, or advisory circulars. It is not intended to be a guide for basic flight instruction or a training manual for transition from single to multi-engine flying.

If an inconsistency of information exists between the Pilot's Operating Manual and the Airplane Flight Manual approved by the FAA, the Airplane Flight Manual shall be the authority.

A complete or partial replacement of this manual, Part No. 761 578, may be obtained only from Piper Customer Services.

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 SPECIFICATIONS

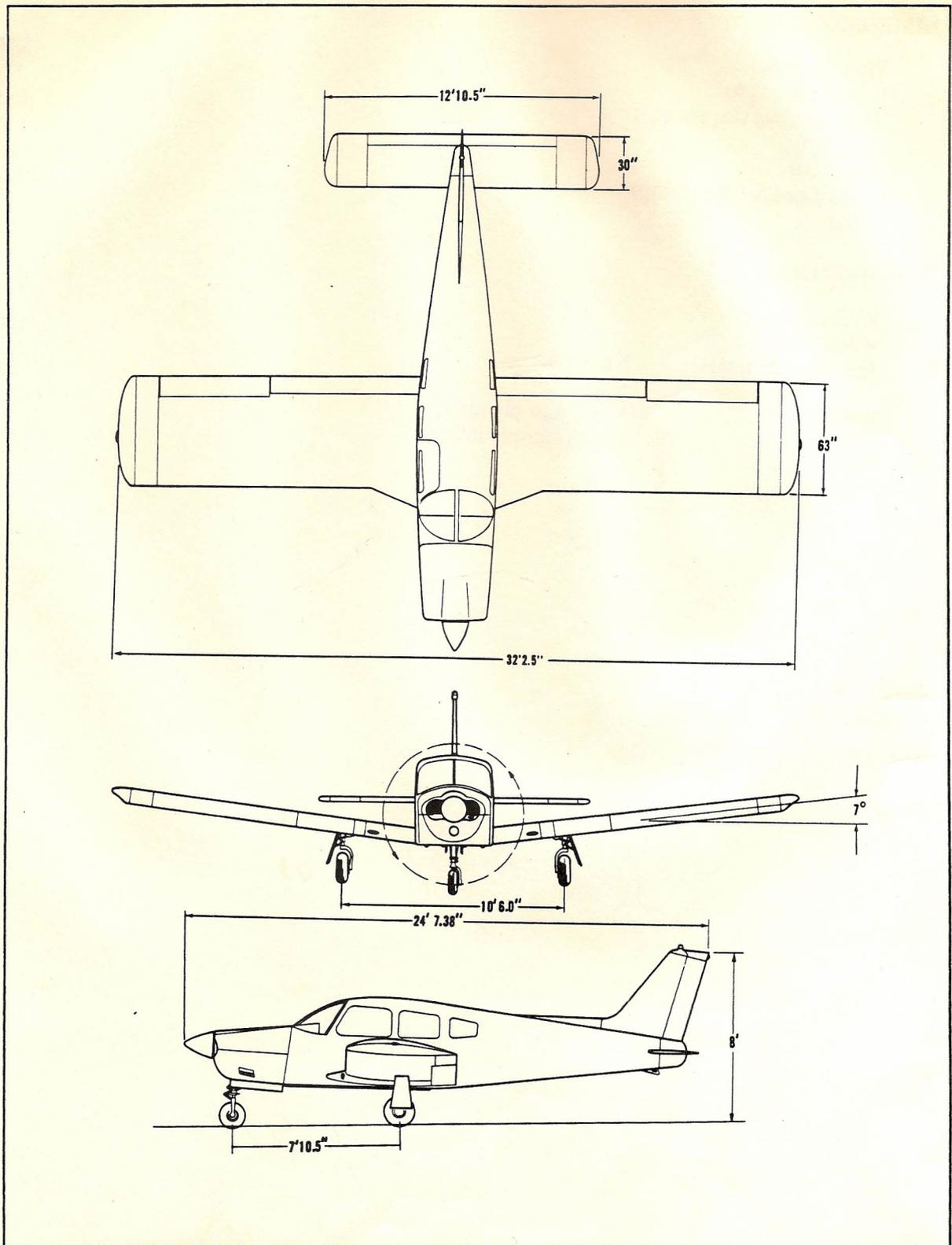
## PERFORMANCE

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. Each performance figure below is subject to the same conditions as on the corresponding performance chart from which it is taken in the Performance Charts Section.

Takeoff Run (ft)	1025
Takeoff Run (Short field effort, 25° flaps) (ft)	770
Takeoff Distance Over 50-ft Obstacle (ft)	1800
Takeoff Distance Over 50-ft Obstacle (Short field effort, 25° flaps) (ft)	1600
Best Rate of Climb (mph)	95 (100*)
Rate of Climb (gear retracted) (ft per min)	900
Best Angle of Climb (mph)	85 (96*)
Service Ceiling (ft)	15,000
Absolute Ceiling (ft)	17,000
Max Speed (mph)	175
Optimum Cruising Speed (75% power, optimum altitude, 6600 ft) (mph)	165
Cruise Speed at best power mixture (mph)	
65% power, 9,750 ft	159
55% power, 13,000 ft	150
Range at best power mixture (mi)**	
75% power, 6600 ft	665
65% power, 9750 ft	715
55% power, 13,000 ft	765
Cruise Speed at best economy mixture (mph)	
75% power, 6600 ft	156
65% power, 9700 ft	148
55% power, 13,100 ft	141
Range at best economy mixture (mi)**	
75% power, 6600 ft	740
65% power, 9700 ft	785
55% power, 13,100 ft	850
Stalling Speed (flaps and gear down) (CAS) (mph)	64
Stalling Speed (flaps and gear up) (CAS) (mph)	71
Landing Roll (flaps down) (ft)	780
Landing Roll Over 50-ft Obstacle (ft)	1380

\*Gear retracted

\*\*No reserve



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ISSUED: JULY 13, 1973

## ARROW II

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### DIMENSIONS

Wing Span (ft)	32.2
Wing Area (sq ft)	170
Wing Loading (lbs per sq ft)	15.6
Length (ft)	24.6
Height (ft)	8.0
Power Loading (lbs per hp)	13.25

### LANDING GEAR

Wheel Base (ft)	7.8
Wheel Tread (ft)	10.5
Tire Pressure (psi)	Nose 30
	Main 27
Tire Size	Nose (four-ply rating) 5.00 x 5
	Main (four-ply rating) 6.00 x 6