

Arrow II, POH Information

Wingspan: 37' 10" **Height:** 9'7" **Length:** 26'8"

Engine: IO-360-C1C, Fuel Injected, air cooled, four cylinder, horizontally opposed engines, normally aspirated, 200hp at 2700rpm, TBO 2000hrs.

Vacuum: One Vacuum pump.

Prop: 2 bladed constant speed

Fuel: 100LL preferred, 100 min, 48gal useable.

Fuel Sumps: 3 total.

Oil: 8 qts max, POH says 2qts min but we don't want less than 5qts Currently using Phillips 20W50 in the winter, 100W Aeroshell in the summer

Baggage: 200lbs

Normal Category: No acrobatic maneuvers, including spins prohibited.

Wing Loading: 4.4G to -3.0G with Flaps up

MEL: Tomato Flames and Flaps.

Landing Gear: Max gear extended 150MPH, Retracted below 125mph

Flight into Known Icing: Not Allowed.

Emergency Static Air: Located lower under panel by pilot's left knee.

Max Demonstrated Crosswind: 21kts

Service Ceiling: 15,000ft

Absolute Service Ceiling: 17,000ft

Va: 131mph

Ailerons are differential to help with adverse yaw.

Struts: Oleo. Nitrogen and hydraulic fluid filled.

W&B: Insert Graphs and Loading Form here

Parking Brake: Located under panel left of mid section.

Brake reservoir: Located under cowl on firewall.

Battery: Located behind the baggage area. 12V battery.

Alternator: 60A 14V.

External Power: Located on the copilot side behind the baggage area.

Tires: 6.00 x 6ply mains, 6.00x5ply.

Control Surfaces: Bearing supported and operated thru push-pull rods and cable systems terminating in bell cranks.

Nose wheel: Spring loaded linkage from the nose gear to the adjustable rudder pedals allow for nose wheel steering.

Trim: Stabilator, rudder.

Flaps: Three Position. 10deg, 25deg, 40 deg

Landing Gear: Reversible electric motor drives a hydraulic system. The powerpack is located behind the baggage area. The emergency gear extension uses gravity to lower main gear. Gravity and spring assisted for nose wheel.

Two position switch: Up and Down.

Position Indicators: Three green indicators for down. In transit light for when gear is not locked up or down.

Squat Switch: Located in the left mains.

Warning horn: Throttle below about 14"MP with gear up. Flaps at 25deg.

Manual Extension: Can extend but not retract.

Cowl Flaps: None.

Internal lights: Rheostat switch.

Heater: Standard shroud around the muffler.

Stall Warning Horn: Triggered by a sensing vane on the left wing. The pitot heat switch applies electricity to heat the stall warning vane