

## SPECIFICATIONS

### PERFORMANCE

Performance figures are for airplanes equipped for cross-country transportation and flown at gross weight under standard conditions at sea level or stated altitude. Any changes in equipment may result in changes in performance.

Take-off Run (maximum effort, 25° flap) (ft)	770
Take-off Over 50-ft Barrier (maximum effort, 25° flap) (ft)	1600
Best Rate of Climb Speed (gear retracted) (mph)	100
Rate of Climb (ft per min)	900
Service Ceiling (ft)	15,000
Absolute Ceiling (ft)	17,000
Top Speed (mph)	175
Optimum Cruising Speed (75% power, optimum altitude) (mph)	165
Cruising Range (75% power, optimum altitude) (mi)	780
Optimum Cruising Range (55% power, optimum altitude) (mi)	900
Stalling Speed (flaps down, gear down) (mph)	64
Stalling Speed (flaps and gear up) (mph)	71
Landing Roll (flaps down) (ft)	780 *
Landing Roll Over 50-ft Barrier (ft)	1380 *

\*This value applies only for the conditions indicated on the landing distance versus density altitude chart.

### WEIGHTS

Gross Weight (lbs)	2650
Empty Weight (Standard) (lbs)	1499 *
USEFUL LOAD (Standard) (lbs)	1151 *

\*These weights are approximate.

### POWER PLANT

Engine (Lycoming)	IO-360-C1C
Propeller (Hartzell)	HC-C2YK-1( )/7666A-2 or HC-C2YK-1( )/F7666A-2
Rated Horsepower	200
Rated Speed (rpm)	2700
Bore (in.)	5.125
Stroke (in.)	4.375
Displacement (cu in.)	361.0
Compression Ratio	8.7:1
Dry Weight (lbs)	326

### GENERAL SPECIFICATIONS

ISSUED: November 15, 1971

REVISED: June 15, 1972

## ARROW II

### FUEL

#### AVGAS ONLY

Usable Fuel Capacity (U.S. gal.)	48
Fuel, Aviation Grade (min octane)	100/130

### OIL

Oil Capacity (qts)		8
Oil Specification		Refer to latest issue of Lycoming Instruction No. 1014.
Oil Viscosity per Average Ambient Temp. for Starting		
	MIL-L-6082B	MIL-L-22851
	Mineral	Ashless Dispersant
	SAE Grade	SAE Grades
All Temperatures	—	15W-50 or 20W-50
Above 80°F	60	60
Above 60°F	50	40 or 50
30°F to 90°F	40	40
0°F to 70°F	30	30, 40 or 20W-40
0°F to 90°F	20W-50	20W-50 or 15W-50
Below 10°F	20	30 or 20W-30

When operating temperatures overlap indicated ranges, use the lighter grade oil.

### BAGGAGE

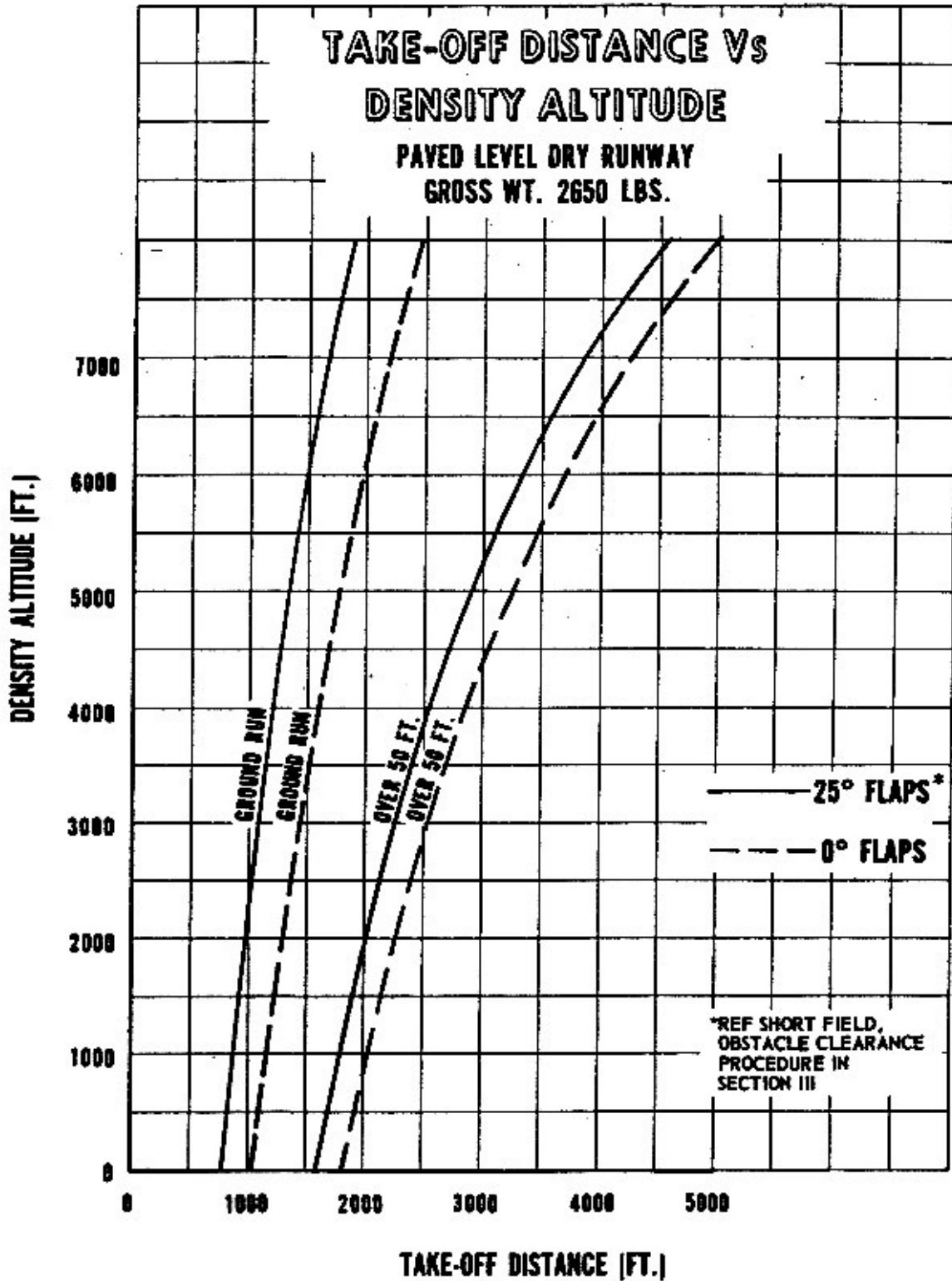
Maximum Baggage (lbs)	200
Baggage Space (cu ft)	22
Baggage Door Size (in)	20 x 22

### DIMENSIONS

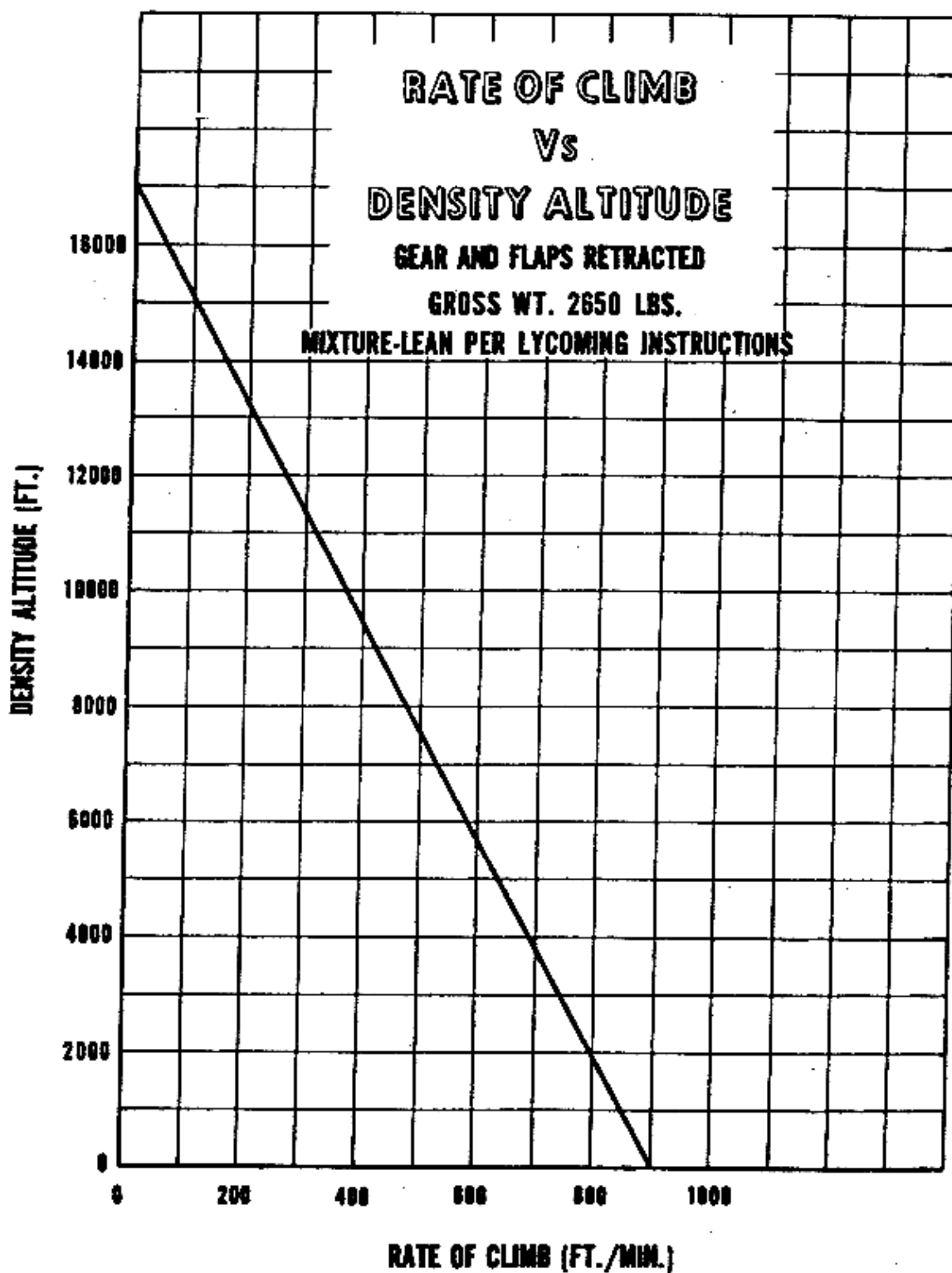
Wing Span (ft)	32.2
Wing Area (sq ft)	170
Wing Loading (lbs per sq ft)	15.6
Length (ft)	24.6
Height (ft)	8.0
Power Loading (lbs per hp)	13.25

### LANDING GEAR

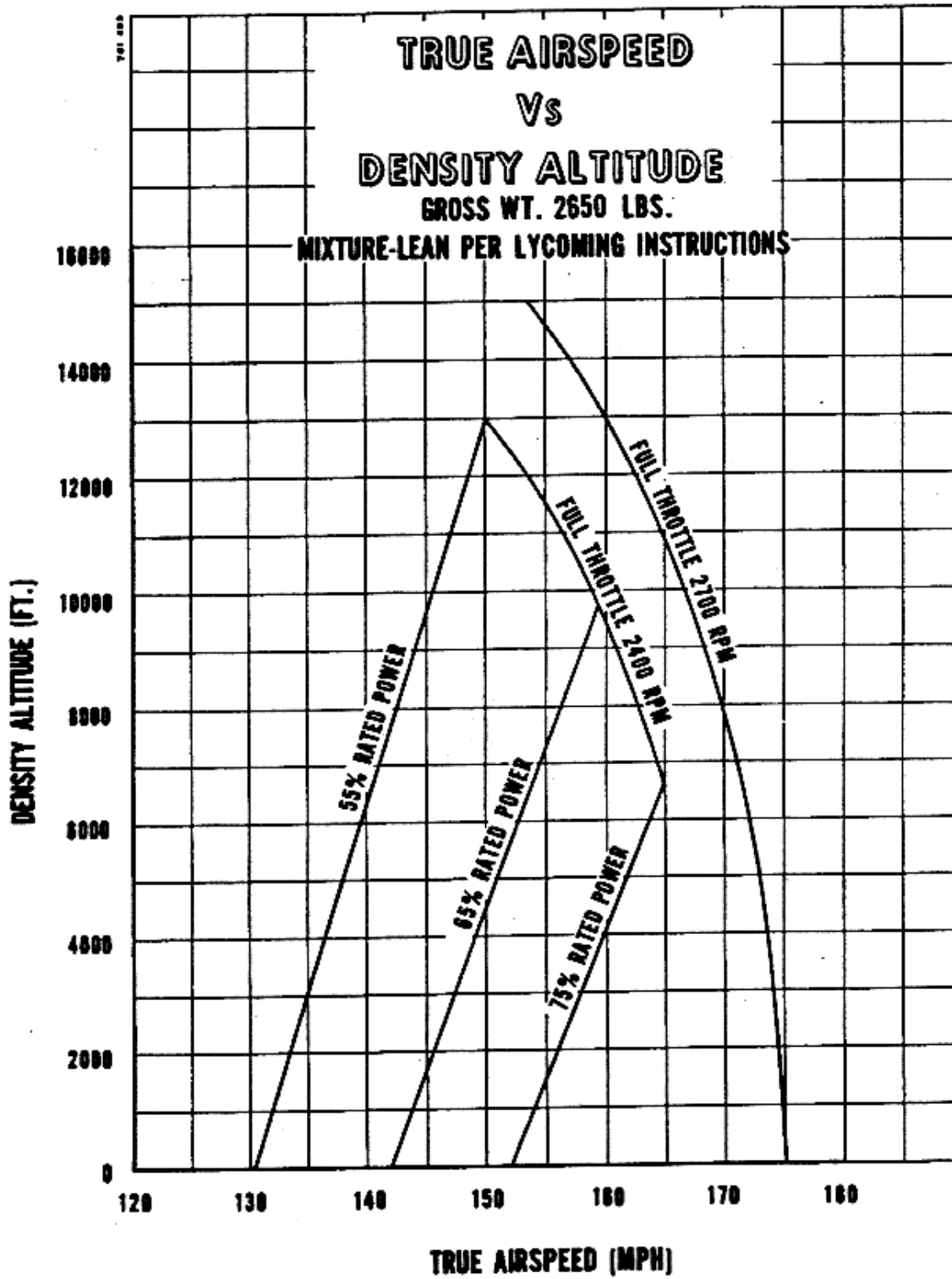
Wheel Base (ft)		7.8
Wheel Tread (ft)		10.5
Tire Pressure (psi)	Nose	30
	Main	27
Tire Size	Nose (four-ply rating)	5.00 x 5
	Main (four-ply rating)	6.00 x 6



NOTE: SEE SECTION 6 FOR EFFECTS OF AIR CONDITIONING  
INSTALLATION ON TAKE-OFF DISTANCE

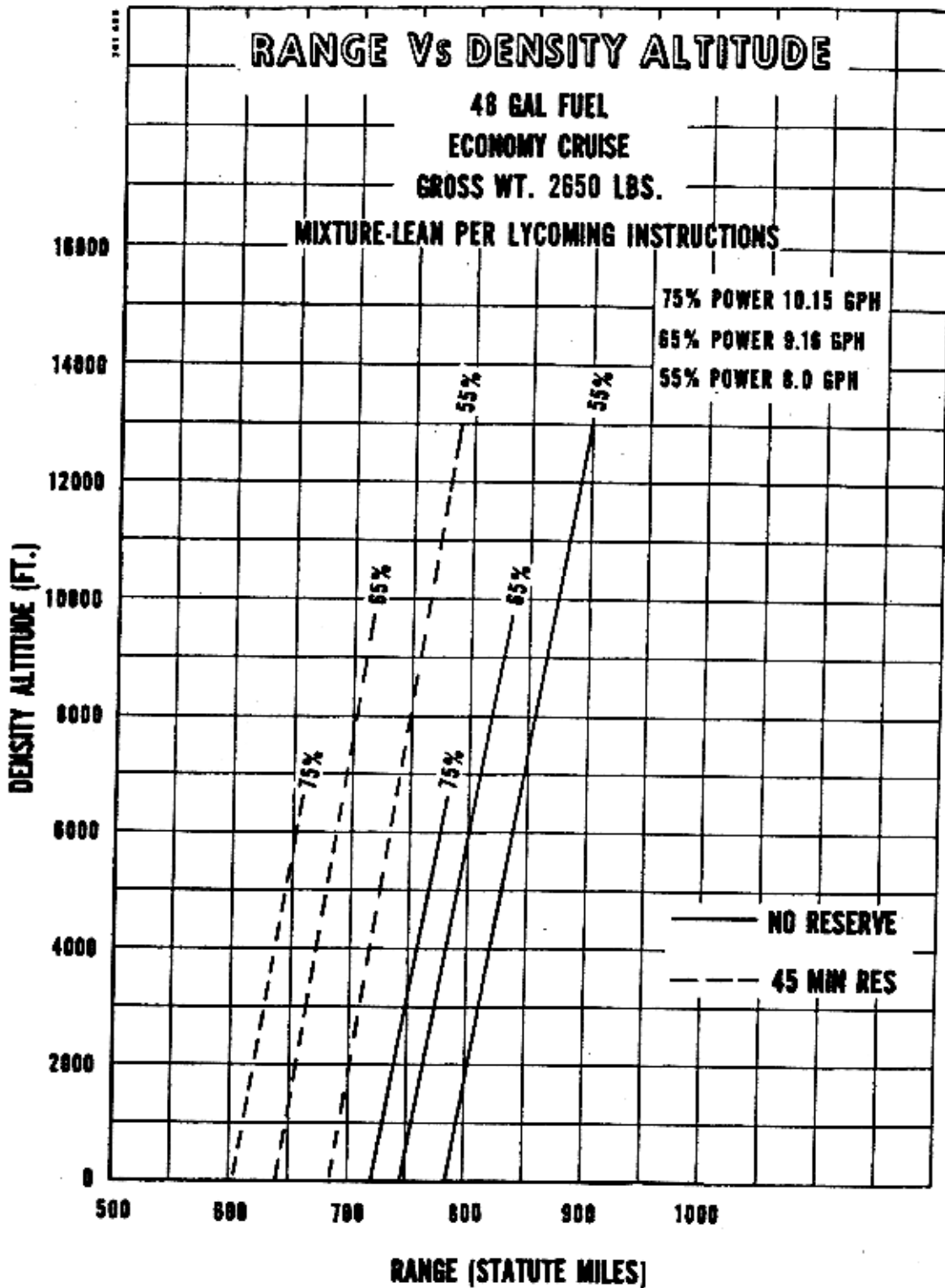


NOTE: SEE SECTION 6 FOR EFFECTS OF AIR CONDITIONING  
INSTALLATION ON RATE OF CLIMB.

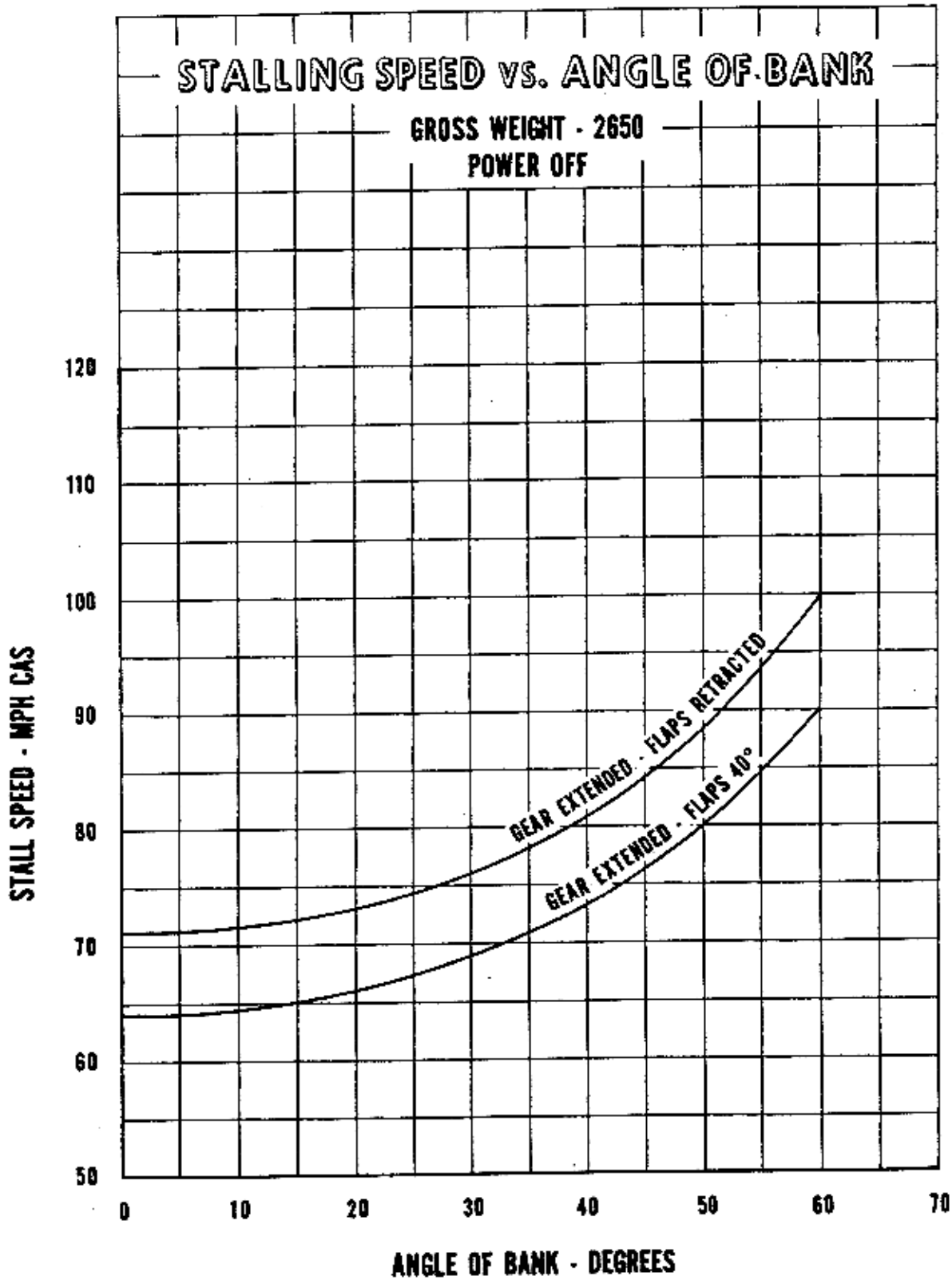


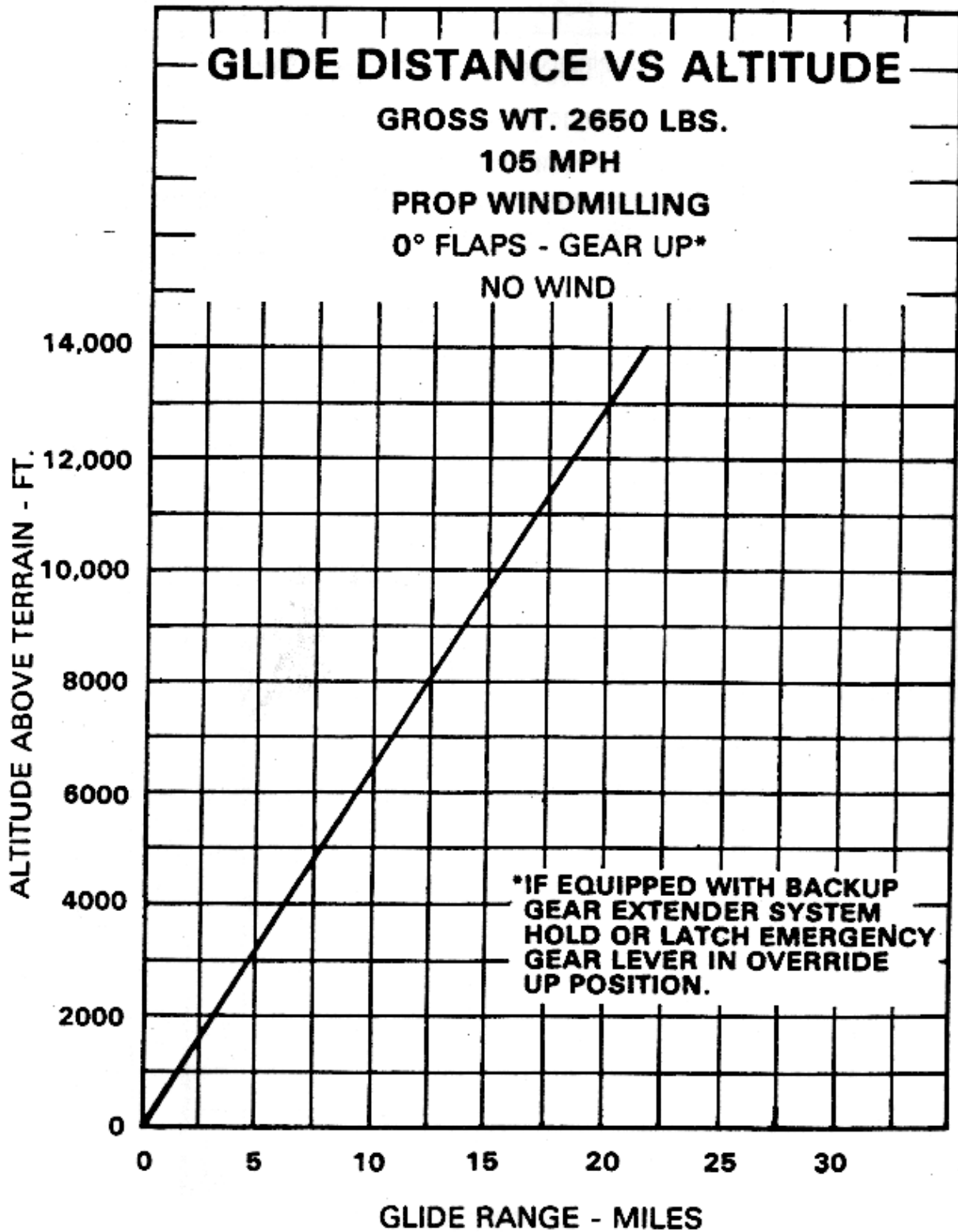
NOTE: SEE SECTION 6 FOR EFFECTS OF AIR CONDITIONING  
INSTALLATION ON TRUE AIRSPEED.

PERFORMANCE CHARTS  
ISSUED: November 15, 1971  
REVISED: June 15, 1972

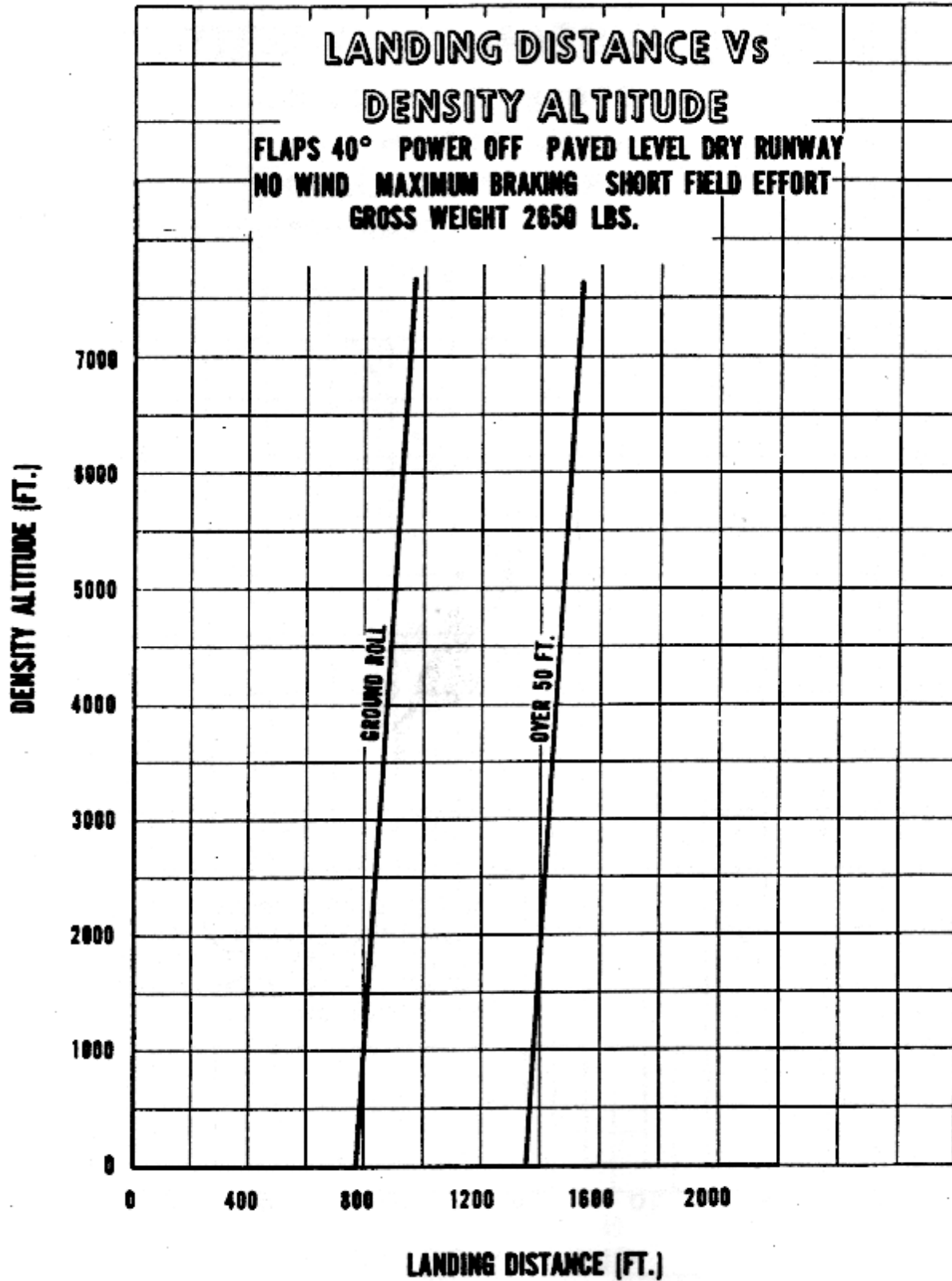


NOTE: SEE SECTION 6 FOR EFFECTS OF AIR CONDITIONING  
INSTALLATION ON RANGE.









Power Setting Table - Lycoming Model IO-360-C Series, 200 HP Engine

Press. Alt Feet	Std. Alt Temp ° F	110 HP - 55% Rated RPM AND MAN. PRESS.		130 HP - 65% Rated RPM AND MAN. PRESS.		150 HP - 75% Rated RPM AND MAN. PRESS.		Press. Alt Feet
		2100	2400	2100	2400	2100	2400	
SL	59	22.9	20.4	25.9	22.9	25.5	22.9	SL
1,000	55	22.7	20.2	25.6	22.7	25.2	22.7	1,000
2,000	52	22.4	20.0	25.4	22.5	25.0	22.5	2,000
3,000	48	22.2	19.8	25.1	22.2	24.7	22.2	3,000
4,000	45	21.9	19.5	24.8	22.0	24.4	22.0	4,000
5,000	41	21.7	19.3	FT	21.7	FT	21.7	5,000
6,000	38	21.4	19.1	—	21.5	—	21.5	6,000
7,000	34	21.2	18.9	—	21.3	—	21.3	7,000
8,000	31	21.0	18.7	—	21.0	—	21.0	8,000
9,000	27	FT	18.5	—	FT	—	FT	9,000
10,000	23	—	18.3	—	—	—	—	10,000
11,000	19	—	18.1	—	—	—	—	11,000
12,000	16	—	17.8	—	—	—	—	12,000
13,000	12	—	17.6	—	—	—	—	13,000
14,000	9	—	FT	—	—	—	—	14,000

To maintain constant power, correct manifold pressure approximately 0.16" Hg for each 10°F variation in inlet air temperature from standard altitude temperature. Add manifold pressure for air temperatures above standard; subtract for temperatures below standard.

