1975

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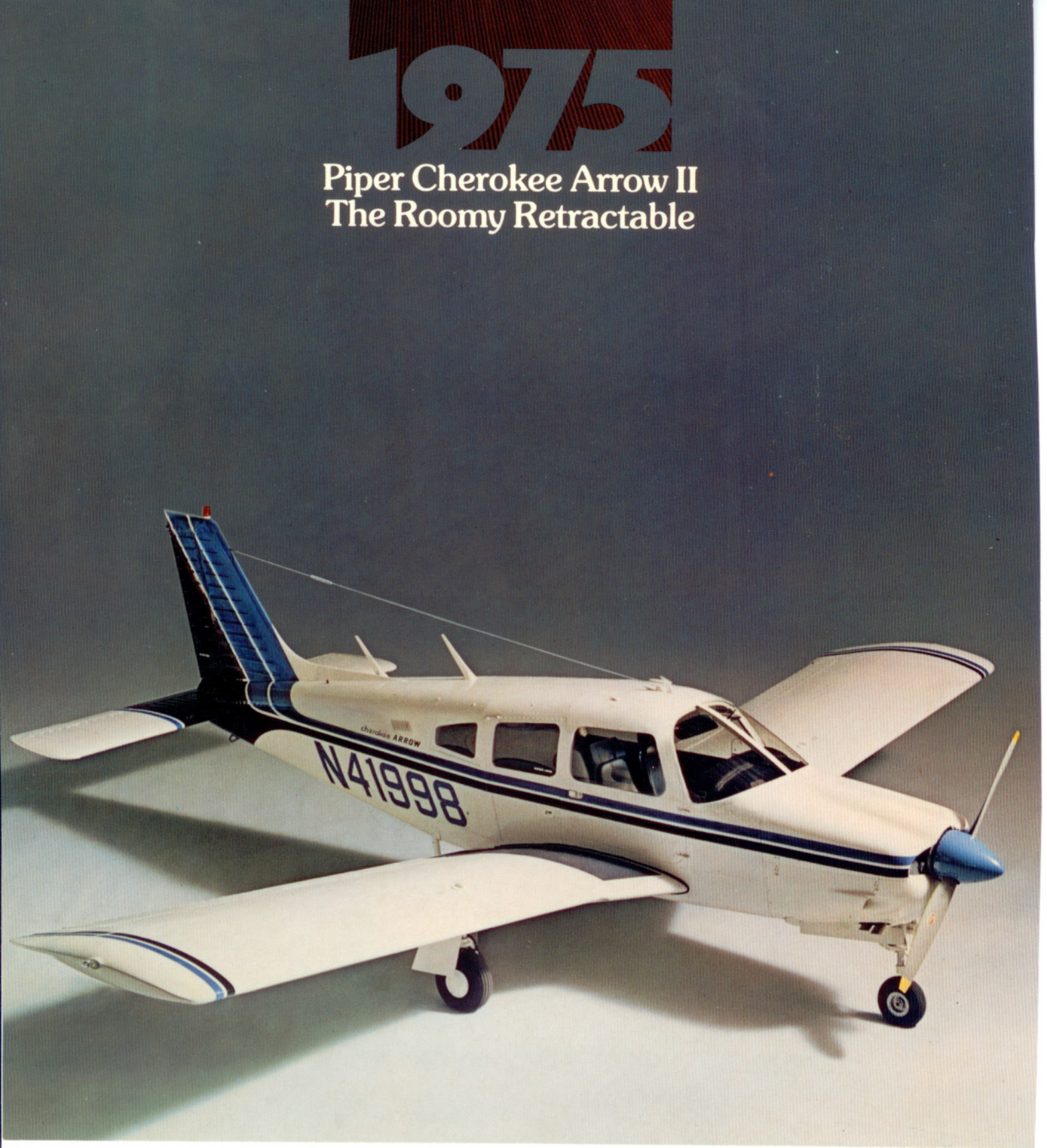


The Piper Cherokee Arrow II.

Its racy lines have made it the best-selling single-engine retractable in the world.

Its sleek and sporty lines hold the promise of uncommonly agile performance. And the Arrow II keeps that promise. Because it handles like a dream both in the air and on the ground. Its wide stabilator and contoured low wing make it stable and responsive in flight. And its cushioned nosewheel steering lets you make tight ground turns with ease.

More power to you

What moves the Arrow II is its no-nonsense Lycoming engine. With its 200 horsepower, it has carrying power, cruising power and staying power. A useful load of 1127 pounds. Optimum cruise speed of 165 mph. Cruising range from 740 miles at 75% power to 850 miles at 55% power, no reserves.

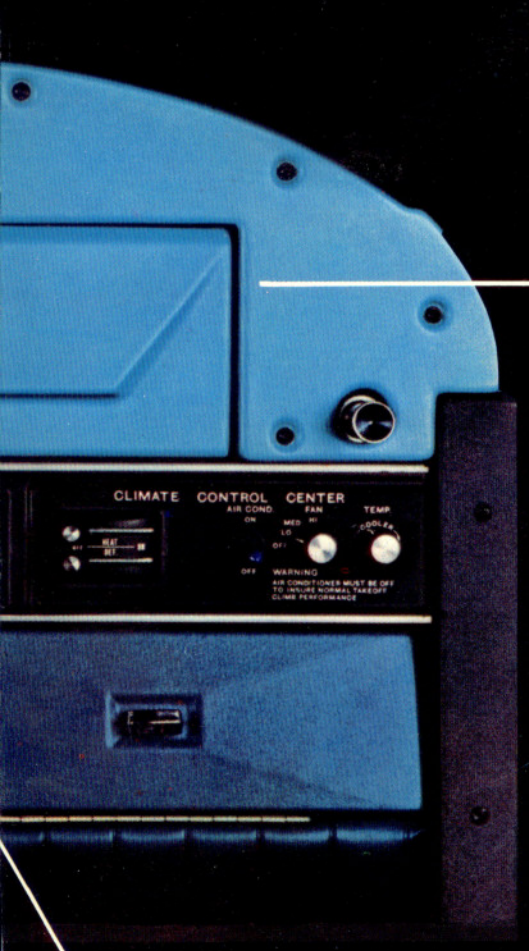
To help you put all this power to work, Piper offers a wide selection of instruments, avionics and automatic flight system packages. Including both King and Narco radios. Whichever electronics package you choose you'll save money, because each package costs less than if you purchased the individual items separately.

The Arrow instrument panel comes equipped with thoughtfully color-coded throttle, propeller and mixture controls, and a new annunciator panel with three warning lights that indicate low voltage, low engine oil pressure, and low gyro vacuum.

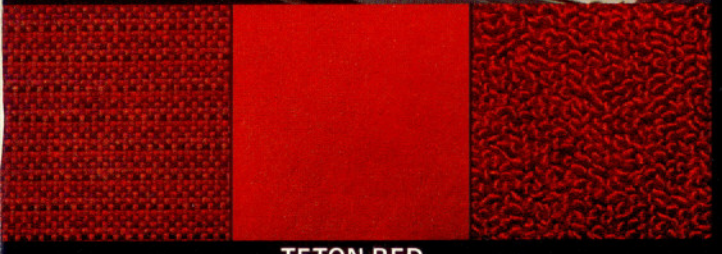
Move up with confidence

The Arrow's brainy landing gear makes for a simple transition to retractable flying. You can raise or lower the gear with a flick of a switch. And its safety system is so complete that several insurance companies give Arrow owners preferred rates. The gear extends and locks if the throttle is retarded and the air speed drops to about 105 mph. It can't be retracted on the ground or too soon on take-off, and there's a secondary free-fall gear extension that can be operated manually.

To help you step up to retractable flying, Piper has designed an exclusive course called "Transition to Advanced Aircraft." You can take it at your Piper Flite Center. Not only will it help sharpen your pilot skills, it will give you a better understanding of your Arrow and its principal systems.



OLYMPIC BLUE



TETON RED

The Piper Cherokee Arrow II.

Cushiony comfort and expansive elbow-room make it truly relaxing to fly and to fly in.

When you're a pilot, you're also a host. That's why we help you make your passengers as comfortable as possible. The Arrow's cabin is roomy and relaxing. The door is more than a yard wide, so even big six-footers can slip into the front or rear with ease.

There's plenty of legroom for everyone, and each passenger has his own ashtray and airvent. The seats are comfortably contoured so you arrive at your destination as fresh and unruffled as you were when you took off.

More than just comfort

For extra luxury you can choose Piper's exclusive PiperAire air conditioning or our louvered overhead vent system with a ventilating fan.

For extra quiet, there's optional Quietized™ soundproofing—a package that includes double-thick windows, high density acoustical material and foam-backed carpeting. You can also choose our push-button front seats that can be adjusted horizontally and vertically to make you comfortable no matter what your height or favorite posture.

Handsome lines, harmonious colors

Smooth and symmetrical styling. Sleek and expansive windows. A wide variety of colors for the exterior trim. We've put them all together in the Piper Arrow. What's more, we've put together a cabin that's as lovely as the airframe. We've color-coordinated the paints and fabrics. So your carpet goes with your seats and your paint scheme, and even the control panel matches the rest of the cabin. You choose the colors that suit your taste. The total effect is an individualized aircraft you'll be proud to call your own.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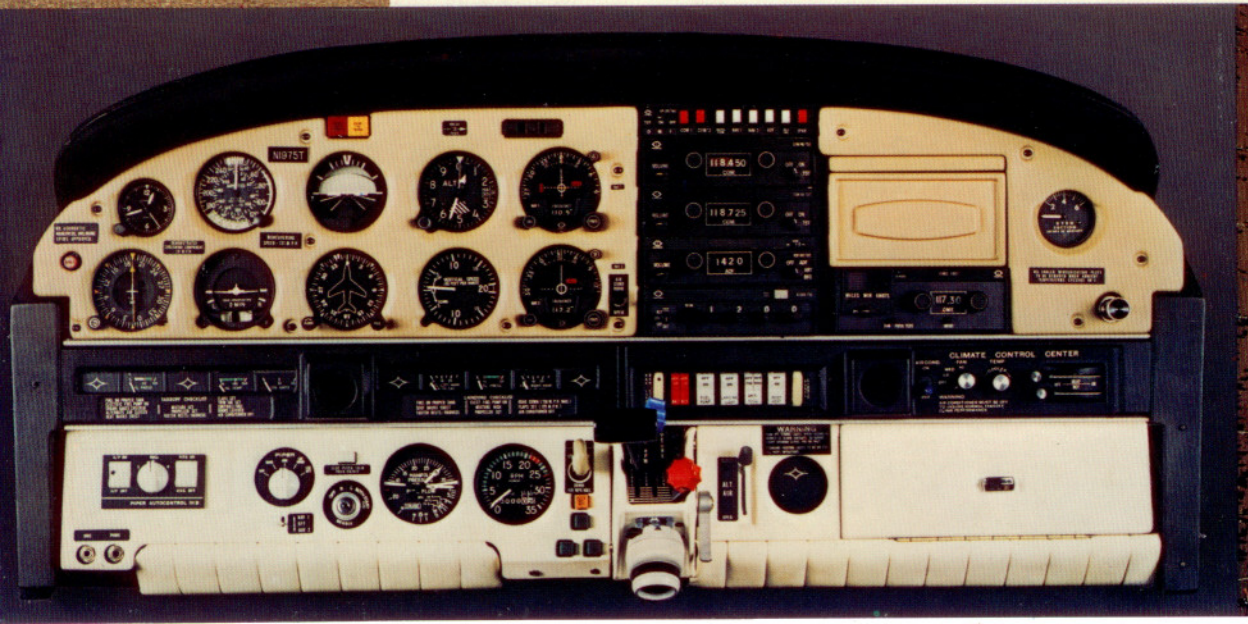
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118.50
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CLIMATE CONTROL CENTER

1975 Piper Cherokee Arrow II. The Roomy Retractable.

Specifications

Engine	Lycoming, 4 cylinder	
HP and RPM	200 @ 2700	
Gross Weight (lbs.)	2650	(1203 kg)
Standard equipped empty weight (lbs.)	1523	(691 kg)
Useful load (lbs.)	1127	(512 kg)
Wing span (ft.)	32	(9.8 m)
Wing area (sq. ft.)	170	(15.8 m^2)
Length (ft.)	24.6	(7.50 m)
Height (ft.)	8.0	(2.41 m)
Power loading (lbs./hp)	13.25	(60 kg/hp)
Wing loading (lbs./sq. ft.)	15.6	(76.2 kg/m^2)
Luggage capacity (lbs.)	200	(90 kg)
Fuel capacity std. (gals.)	50	(189L)
	48 usable	(182 L)
Wheel base (ft.)	7.8	(2.38 m)
Wheel tread (ft.)	10.5	(3.20 m)

Performance

Top Speed (mph)	175	(282 km/h)
Optimum cruising speed (75% best power, optimum altitude, mph)	165	(266 km/h)
Stall speed (flaps and gear down, mph)	64	(103 km/h)
Take-off run (25° flaps ft.)	1025	(312 m)
Landing roll (flaps down, ft.)	780	(238 m)
Best rate of climb speed (mph) gear retracted	100	(161 km/h)
Rate of climb (ft./min.) gear retracted	900	(274 m/min.)
Service ceiling (ft.)	15,000	(4570 m)
Absolute Ceiling (ft.)	17,000	(5180 m)
Fuel consumption (75% power, best economy, gph)	10.2	(38.6 L/h)
Cruising range (75% power, optimum altitude, leaned to best economy, miles)	740	(1190 km)
Optimum cruising range (55% power, optimum altitude, leaned to best economy, miles)	850	(1368 km)

Safety Engineering Features

- NEW annunciator panel with lights to indicate low voltage, low oil pressure or low gyro vacuum
- NEW lock on mixture control
- NEW standard front seat shoulder safety belts with inertia reels
- Padded glareshield
- See-through sun visors
- Energy-absorbing front seats
- Sub-panel cushioning
- High-profile headrests optional
- Excellent low-wing visibility in turns
- Wide track gear for positive ground handling
- Low center of gravity, in the air and on the ground
- Dual flight controls standard
- Back-up center mounted hand brake/parking brake system.

The performance information set out herein is based on an airplane with a certain amount of factory installed equipment, flown under standard sea level atmospheric conditions, and should not be considered applicable to other situations. Normal manufacturing tolerances may result in weight variations in individual airplanes, and for typical loading calculations the weight of each occupant is assumed at 170 lbs. It is the responsibility of the pilot to determine that all operations are conducted within the limits of design gross weight and center of gravity as approved by the FAA and Piper Aircraft Corporation. For the protection of occupants, all seats are equipped with seat belts, and luggage tie-down straps are provided. In addition, certain seats may be equipped with inertia reel shoulder safety belts. The pilot should instruct passengers on the proper use of these safety features.

This brochure is for general information only and does not supersede, cancel or change the airplane flight manual approved by the FAA, which is the only official source of operating parameters and performance information.

All information contained here is based on the latest data available at the time of publication approval. Piper Aircraft Corporation reserves the right to make changes in specifications, materials, equipment or prices at any time without prior notice or to discontinue models as required.