

Piper PA-28R Arrow II Model Guide

The Piper PA-28R Arrow II is a four-seat, single-engine piston airplane with retractable tricycle landing gear, built from 1972 to 1977. The example in the accident report has a 200 HP Lycoming IO-360-C1C engine and a constant-speed two-bladed propeller. That report gives a maximum takeoff weight of 2,650 lb. Key buyer checks are service bulletin compliance, the gear system, and wing structure history.

KEY TAKEAWAYS

- Four seats, 200 HP engine, constant-speed propeller, retractable gear. The AAIB report gives a 2,650 lb maximum takeoff weight for a 1974 example.
- Service Bulletin 840A (fuel selector valve cover) covers some PA-28R-200 serials. Piper considers compliance mandatory.
- Two checklists give different gear strut and oil figures. Confirm every figure against the approved handbook for the specific airplane.
- Know the emergency gear lever and gear-down procedure, and make sure the gear indicates three greens.

SERVICE BULLETIN TO VERIFY

Service Bulletin 840A (Nov 7, 2013) covers fuel selector valve cover replacement on PA-28R-200 serials 28R-35001 thru 28R-35820 and 28R-7135001 thru 28R-7135254. It reduces the chance of inadvertently selecting the fuel OFF. Compliance is due by the next 25 hours in service. Kits are 760-545 and 760-546. Ask for the logbook entry.

PREFLIGHT POINTS THAT DIFFER BETWEEN CHECKLISTS

One quick-reference checklist gives oil as min 6, max 8 qt, main gear strut 2 inches showing and nosewheel strut 2-3 inches. A flight school checklist gives 6-8 qts (2 qts min, 5 qts recommended), main oleo 4½ inches and nose oleo ¾ inch. Check alternator belt tension and sump the fuel drains.

GEAR AND EMERGENCY HANDLING (SCHOOL CHECKLIST)

The Redhill checklist gives best glide as 105 mph IAS. Lock the emergency gear lever in override before airspeed falls below 115 mph so the gear cannot free-fall. For emergency extension, slow below 100 mph. The gear cannot be retracted with the master switch off. Learn these before flying it.

SPECIFICATIONS

First Year	1972
Last Year	1977
Seats	4
Engine Power Hp	200

WEIGHT & BALANCE

Max Takeoff Weight Lbs	2650
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SAFETY NOTES

- The AAIB report on a 1974 Arrow II describes an in-flight left wing failure at about 4,200 ft. It attributes the failure to unusual control inputs overloading the wing.
- With electrical power lost, the landing gear must be extended using the emergency procedure, and the gear indicator lights will not work.
- The quick-reference checklist is marked for use only with an approved Piper checklist. Do not treat these checklists as the airplane flight manual.