PA-28R Arrow (N1147X) Special Instructions

1. **GNS-530 Data.**  For instrument flights, cross countries, and checkrides, ensure that the GNS-530 data are current. The data should be updated on a monthly basis though the Jeppesen website using the USB data card adapter. Plane Captains or the maintenance team should do this, but the pilot should double check.
2. **Engine Heater.** We have installed an engine heater on the bottom of the oil pan. To use it, take the pigtail in the baggage compartment and plug it into the cord stowed in the engine compartment behind the oil dipstick. The other end of the pigtail should be plugged into a long extension cord which can be plugged into the outlet on the light pole. Use the “3” setting on the pigtail for 1 hour to 1 ½ hours. Longer heating times may cause some damage with repeated misuse.
3. **Starting Procedure.** Please see the following page for the recommended starting procedure.
4. **Torque Tube above the Rudder Pedals.** Be careful about your feet placement on the rudder pedals. It is easy to place them too high and have your toes on the torque tube. If your toes get caught on the torque tube, it is difficult to apply the brakes.
5. **Rudder Trim.** The rudder trim works well! Aside from normal use, it can be used to trim the aircraft to fly wings level in cruise. Although this may induce a slight yaw, aircraft roll control is significantly improved. Also, since the trim knob just sets springs on the rudder pedals, it may affect rudder pedals during taxi.
6. **Tachometer.** Use the new tachometer on the upper far right side of the instrument panel, not the original one above the pilot’s right knee. The LCD readout on this instrument can be washed out by bright sunlight.
7. **Engine Idle.** After start, idle the engine at 1350 – 1400 RPM while stationary on the ground. Taxi with the engine in idle or as required. This reduces spark plug fouling and provides more vacuum to erect the Attitude Indicator properly. This guidance replaces the very confusing wording in the POH.
8. **Engine Power Settings.** See the following pages for the Power Setting Table, leaning procedures, and maximum manifold pressure.
9. **Endurance Airspeed.** The maximum endurance airspeed and engine out minimum sink airspeed are both approximately 80 MPH.
10. **Landing Technique.** For normal touchdowns just above stall speed, carry a little bit of power (200 – 300 RPM) for additional airflow over the stabilator. This will provide better pitch control and avoid firm touchdowns. We have also placed 50 lb. weight in the baggage compartment to help better balance the airplane for improved pitch control in the flare. This ballast may be removed with rear seat passengers or luggage, at the pilot's discretion.