

PIPER AIRCRAFT CORPORATION

LOCK HAVEN, PENNA.

REPORT 1359

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MODEL PA-24-260

THIS DOCUMENT MUST BE KEPT IN
THE AIRPLANE AT ALL TIMES.

APPROVAL BASIS CAR 3 AND 410
PIPER MODEL PA-24-260
FUEL INJECTION MODEL
NORMAL CATEGORY ONLY
APPROVAL DATE - JUNE 30, 1965

SERIAL NO.
FAA IDENTIFICATION NO.

AIRPLANE FLIGHT MANUAL

LIMITATIONS:

This aircraft must be operated in observance of the following limitations:

Engine	Lycoming Model IO-540-D4A5
Engine Limits	For all operations - 2700 RPM, 260 HP
Fuel Grade	Aviation Gasoline - 91/96 Minimum Octane
Propeller	Hartzell Constant Speed Controllable; Hub Model HC-C2YK-1A, Blade Model 8467-7R, Pitch Settings at 30 inch Station: Low 15.0, High 32° - 34° Diameter: 77 inches

Engine Instruments and Indicators

Oil Temperature: Green ARC (Normal Operating Range) 120°F. to 245°F; Yellow ARC (Caution) 60°F to 120°F; Red Line (Max.) 245°F

Oil Pressure: Green ARC (Normal Operating Range) 60 to 90 PSI; Yellow ARC (Caution 25 to 60 PSI and 90 to 100 PSI; Red Line (Min.) 25 PSI; Red Line (Max.) 100 PSI.

Tachometer: Green ARC (Normal Operating Range) 500 to 2700 RPM; Red Line (Max. Continuous) 2700 RPM.

Fuel Flow: Green ARC (Normal Operating Range) 0 to 27.35 GPH; Red Line (Maximum Pressure at Sea Level) 9.5 PSI

Cylinder Head Temperature: Green ARC (Normal Range) 200 to 500°F, Red Line (Maximum permissible) 500°F.

Optional Equipment

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Airspeed Limits (Calibrated Airspeed)

	Normal Category
Never Exceed	227 MPH (197 Knots) (Red Line)
Caution Range (Smooth Air Only)	180 to 227 MPH (156 to 197 Knots) (Yellow ARC)
Normal Operating Range	75 to 180 MPH (65 to 156 Knots) (Green ARC)
Flap Extended	67 to 125 MPH (58 to 108 Knots) (White ARC)
Max. Structural Cruising	180 MPH 156 Knots
Max. Gear Extended Speed	150 MPH 130 Knots
Maneuvering Speed	144 MPH 125 Knots
Stalling Speed - Power Off	
Gear and Flaps UP	75 MPH 65 Knots
Gear and Flaps DOWN	67 MPH 58 Knots

Flight Load Factors

Maximum Positive	3.8g
Maximum Negative	No inverted Maneuvers approved.

Maneuvers

All intentional acrobatic maneuvers, (including spins), are prohibited.

Wing Flap Settings

Take-Off 0 to 15° Landing 32°

The flaps are electrically operated and the deflection is displayed on a flap position indicator. The take-off range is indicated by a White Arc on the flap position indicator.

Maximum Weight

IT IS THE RESPONSIBILITY OF THE AIRPLANE
OWNER AND THE PILOT TO ASSURE THAT THE
AIRPLANE IS PROPERLY LOADED. MAXIMUM
ALLOWABLE GROSS WEIGHT 3100 POUNDS.
MAXIMUM LANDING WEIGHT 2945 POUNDS.
SEE WEIGHT AND BALANCE SECTION FOR PROPER
LOADING INSTRUCTIONS.

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C.G. Range

Datum is 79" ahead of wing leading edge at Station 65.5 (point of intersection of straight and tapered sections.)

WEIGHT POUNDS	FORWARD LIMIT IN. AFT OF DATUM	REARWARD LIMIT IN. AFT OF DATUM
3100	88.4	93
2600	82.5	93
2000 or less	80.5	93

Straight line variation between the points given.

Unusable Fuel

The unusable fuel in this aircraft has been determined as 2 gal in each inboard tank in critical flight attitudes. This fuel, marked as unusable is available in level flight.

Placards

1. On the instrument panel in full view of the pilot: THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE AIRPLANE FLIGHT MANUAL. ACROBATIC MANEUVERS (INCLUDING SPINS) PROHIBITED.
2. On the floor at base of landing gear manual operating lever: EMERGENCY GEAR HANDLE.
3. On landing gear operating motor access door: EMERGENCY GEAR EXTENSION. REMOVE COVER. EXTENSION INSTRUCTIONS ON REVERSE SIDE.
4. On baggage compartment: MAX. BAGGAGE AND/OR PASSENGER WEIGHT 250 LBS. IN BAGGAGE AREA, INCLUDING SEATS. SEE WEIGHT AND BALANCE
5. On Emergency Door: "EMERGENCY EXIT"
"HOLD KNOB UP" "TURN LATCH CLOCKWISE".
6. On instrument panel: "WARNING - UNCOORDINATED MANEUVERS, INCLUDING LONG SIDE SLIPS AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF, MAY CAUSE LOSS OF POWER, ESPECIALLY IF FUEL TANK IN USE IS LESS THAN HALF FULL."

Revised: 12/21/65; 4/9/73

PREPARED.....
CHECKED.....
APPROVED.....

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MODEL PA-24-200

- PROCEDURES:
- (1) Instructions for emergency extension of landing gear:
 - a. Reduce power-airspeed not to exceed 100 MPH.
 - b. Place landing gear selector switch in "GEAR DOWN LOCKED" position.
 - c. Disengage motor-raise motor release arm and push forward through full travel.
 - d. Extend gear emergency handle to full length.
 - e. Rotate handle forward full travel to extend gear.
Green light on panel indicates landing gear down and locked.
(CAUTION)
Do not re-engage motor in flight.
 - (2) The use of 15° flap deflection during take-off has been approved for this aircraft.
 - (3) The Stall Warning System is inoperative with the master switch off.
 - (4) The alternator circuit breakers should not be opened under any circumstances without consulting the service manual for detailed procedures.
 - (5) Except as noted above, all operating procedures for this airplane are normal.

PERFORMANCE: Loss of altitude from a power off stall, gear and flaps retracted - 300 feet.

Other normal stall configurations result in less loss of altitude.

Paul E. Everly

Paul E. Everly
FAA Coordinator
Piper Aircraft Corporation
Lock Haven, Pennsylvania
DMCR 1-1