

PA-32-260

Piper

Cherokee Six

1966

Tail # N3779W

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REPORT VB-152

AIRPLANE FLIGHT MANUAL

MODEL PA-32-260

SERIAL NOS. 1 THRU 1110

DATE: December 17, 1968

.FAA DOA SO-1 APPROVED

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AIRPLANE FLIGHT MANUAL

MODEL PA-32-260

FAA IDENTIFICATION NO. _____

SERIAL NO. 32-701

THIS DOCUMENT MUST BE KEPT IN AIRPLANE AT ALL TIMES.

FAA APPROVED:

Robert H. Stanton

Robert H. Stanton
Chief, Engineering & Manufacturing Branch
Southern Region --- Atlanta, Georgia

DATE:

March 4, 1965

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Log of Revisions

REVISION NO.	PAGE	DESCRIPTION	APPROVED	DATE
1	2	Revised Placard No. 3		
	4	Added Items 5 and 6 to Procedures Section	<i>Henry C. Faller</i> Henry C. Faller Supervisor SO-EMDO-43	4/2/65
2	1	Limitation Section - Propeller Hartzell HC-C2YK-1/8477-2 was HC-C2YK-1A/8477-2	<i>Hubert T. Herold</i> for Henry C. Faller Supervisor SO-EMDO-43	10/26/65
3	2	Added Placard No. 5		
	4	Procedures Section - Added Item 7		
	5	Added Page 5	<i>Henry C. Faller</i> Henry C. Faller Supervisor SO-EMDO-43	5/20/66
4	5	Procedures Section - Added Items 8 and 9		
	6	Added Page 6	<i>Hubert T. Herold</i> for Henry C. Faller Supervisor SO-EMDO-43	7/15/66
5	5, 6	Procedures Section - Added the word "automatic" to Items 8 and 9		
	3	Added Cargo Door Removal Operating Limitations	<i>Henry C. Faller</i> Henry C. Faller Supervisor SO-EMDO-43	10/17/66
	4	Re-typed		
6	3	Placards Section - Added Item 6		
	3	Added Seven-Passenger Operating Limitations	<i>Hubert T. Herold</i> for Henry C. Faller Supervisor SO-EMDO-43	10/24/66

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Log of Revisions

REVISION NO.	PAGE	DESCRIPTION	APPROVED	DATE
7	2	Placards Section: Revised Placards Nos. 1, 3 and 4	<i>H. C. Faller</i> H. C. Faller Supervisor SO-EMDO-43	5/12/67
8	2	Weight - C. G. Range	<i>H. C. Faller</i> H. C. Faller Supervisor SO-EMDO-43	11/2/67
9	All	Allocated Piper Report No. VB-152 to Airplane Flight Manual.		
	Title	Added applicable Serial Nos. 1 thru 1110.		
	1	Propeller Pitch Stops Revised: 12.0° ± .2° was 12.0 degrees. 32° ± 2° was 33.4 degrees.	<i>H. M. Toomey</i> Herb M. Toomey FAA DOA SO-1	12/17/68
10	-	Added Supplement No. 1	<i>H. M. Toomey</i> H. M. Toomey FAA DOA SO-1	1/31/69
11	1	Changed oil pressure gauge markings	<i>Ward Evans</i>	7-25-75
12	3	Revised placard no. 6. Changed "Seven Passenger Operating Limitations" to "Loading Limitations" and removed reference to seven passengers.	<i>Ward Evans</i>	11-30-78

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Piper Model PA-32-260
Normal Category Only

AIRPLANE FLIGHT MANUAL

1. Limitations Section The following limitations must be observed in the operation of this airplane:

- Engine Lycoming O-540-E4B5
- Engine Limits For all operations, 2700 rpm, 260 hp.
- Fuel 100/130 minimum aviation grade fuel
- Propeller McCauley 1P235PFA82, blade pitch 60 through 66. Maximum diameter 82 inches, minimum diameter 80.5 inches.
Hartzell HC-C2YK-1/8477-2, low pitch stop $12.0^{\circ} \pm .2^{\circ}$; high pitch stop $32^{\circ} \pm 2^{\circ}$, maximum diameter 82 inches, minimum diameter 80.5 inches.
- Power Instruments Oil temperature: GREEN arc (normal operating range) 75°F to 245°F; RED line (maximum) 245°F.
Oil pressure: GREEN arc (normal operating range) 60 psi to 90 psi; YELLOW arc (caution range) 25 psi to 60 psi; RED line (minimum) 25 psi when installed or 60 psi when installed; RED line (maximum) 90 psi.
Fuel pressure: GREEN arc (normal operating range) .5 to 8 psi; RED line (minimum) .5 psi; RED line (maximum) 8 psi.
Tachometer: GREEN arc (normal operating range) 500 to 2700 rpm; RED line (maximum continuous power) 2700 rpm.
- Airspeed Limits Never exceed 212
(Calibrated Airspeed) Maximum structural cruise 168
(Miles per Hour) Maneuvering 149
Flaps extended 125
Maximum positive load factor 3.8
Maximum negative load factor No inverted maneuvers approved.
- Maximum Weight 3400 lbs.

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REVISED 7-25-75

C. G. Range

The datum used is 78.4 inches ahead of the wing leading edge at the intersection of the straight and tapered section.

WEIGHT (POUNDS)	FORWARD LIMIT (IN. AFT OF DATUM)	REARWARD LIMIT (IN. AFT OF DATUM)
3400	91.4	95.5
3300	90.2	96.2
2600	81.4	96.2
2060	78.0	96.2

Straight line variation between points given.

Note: It is the responsibility of the airplane owner and the pilot to insure that the airplane is properly loaded. See weight and balance section for proper loading instructions.

Maneuvers

No acrobatic maneuvers including spins approved.

Placards

1. In full view of the pilot:
 "THIS AIRPLANE MUST OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS AND MANUALS. NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED."

 "THIS AIRCRAFT APPROVED FOR NIGHT IFR NON-ICING FLIGHT WHEN EQUIPPED IN ACCORDANCE WITH FAR 91 OR FAR 135."
2. On the instrument panel in full view of the pilot:
 "ROUGH AIR OR MANEUVERING SPEED 149 MPH."
3. On the instrument panel in full view of the pilot:
 "DEMONSTRATED CROSS WIND COMPONENT 20 MPH."
4. (For operation with the rear door removed)
 In full view of the pilot:
 "FOR FLIGHT WITH THE DOOR REMOVED, SEE THE LIMITATIONS AND PROCEDURES SECTIONS OF THE AIRPLANE FLIGHT MANUAL."
5. On the instrument panel in full view of the pilot when the auto-flite is installed:
 "FOR HEADING CHANGES: PRESS DISENGAGE SWITCH ON CONTROL WHEEL. CHANGE HEADING. RELEASE DISENGAGE SWITCH."

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Placards (Cont'd)

6. On the fuel selector valve cover: "ALL WEIGHT IN EXCESS OF 3112 POUNDS MUST BE FUEL WEIGHT ONLY, FILL TIP TANKS FIRST, USE MAIN TANKS FIRST."

Airspeed Instrument	RED radial line	Never Exceed	212 mph (184 knots)
	YELLOW arc	Caution Range (Smooth Air Only)	168 to 212 mph (146 to 184 knots)
	GREEN arc	Normal Operating Range	71 to 168 mph (62 to 146 knots)
	WHITE arc	Flap Down Range	63 to 125 mph (55 to 109 knots)

Rear Cabin Door or Rear Cabin Door and Cargo Door Removal Limitations

The following limitations must be observed in the operation of this airplane with the rear cabin door or rear cabin door and cargo door removed:

1. The airplane may be flown with the rear cabin door or rear cabin door and cargo door removed. Flight with the front door removed is not approved.
2. Maximum speed - 165 mph.
3. No smoking.
4. All loose articles must be tied down and stowed.
5. Jumper's static lines must be kept free of pilot's controls and control surfaces.
6. Operation approved VFR flight conditions only.

Loading Limitations

The following limitations must be observed in the operation of this airplane:

1. Fill tip tanks first; use main tanks first.
2. This airplane must not be operated at gross weights in excess of 3112 pounds unless the weight over 3112 pounds is fuel weight only.
3. Remove fuel from the main tanks first when required for proper weight and balance.

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2. Procedures Section

1. The stall-warning system is inoperative with the master switch off.
2. Electric fuel pump must be on for both landing and takeoff.
3. Except as noted above, all operating procedures for this airplane are normal.
4. When operating with the rear cabin door removed, it is recommended that all occupants wear parachutes.
5. (Automatic Pilot Installation Only)

The following emergency information applies in case of automatic pilot malfunction:

- a. In case of malfunction, disengage automatic pilot controls.
- b. In emergency, automatic pilot may be over-powered manually.
- c. In cruise configuration, malfunction results in 55-degree bank and 50 ft. altitude loss. In approach configuration and malfunction results in 30-degree bank and 50 ft. altitude loss.

6. (Electric Pitch Trim Installation Only)

The following emergency information applies in case of electric pitch malfunction:

- a. In case of malfunction, disengage electric pitch trim by pulling out circuit breaker on instrument panel.
- b. In emergency, electric pitch trim may be over-powered using manual pitch trim.
- c. In cruise configuration, malfunction results in 10° pitch change and 50 ft. altitude variation.

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7. (Autoflite Installation Only)

The following emergency information applies in case of autoflite malfunction:

- a. In case of malfunction, PRESS disconnect switch on pilot's control wheel.
- b. Rocker switch on instrument panel - OFF.
- c. Unit may be overpowered manually.
- d. In cruise configuration malfunction, 3 seconds delay results in 32° bank and 40 ft. altitude loss.
- e. In approach configuration malfunction, 1 second delay results in 6° bank and 0 ft. altitude loss.

8. (AutoControl III Installation Only)

I. Limitations:

Automatic Pilot off during take off and landing.

II. Procedures:

- a. Normal operation
Refers to Manufacturer's Operation Manual.
- b. Emergency
 - 1. In case of malfunction, disengage manual controls.
 - 2. In emergency, automatic pilot may be overpowered manually.
 - 3. In cruise configuration malfunction, 3 second delay results in 32° bank and 40 ft. altitude loss.
 - 4. In approach configuration malfunction, 1 second delay results in 6° bank and 0 ft. altitude loss.

9. (Altimatic III Installation Only)

I. Limitations:

Automatic Pilot off during take off and landing.

II. Procedures:

- a. Normal operation
Refer to Manufacturer's Operation Manual.
- b. Emergency
 - 1. In case of malfunction, disengage manual controls.

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2. In emergency automatic pilot may be overpowered manually.
3. In cruise configuration malfunction, 3 second delay results in 35⁰ bank and 400 ft. altitude loss.
4. In approach configuration malfunction, 1 second delay results in 20⁰ bank and 180 ft. altitude loss.

3. Performance Section.

All performance is given for a weight of 3400 pounds.

Loss of altitude during stalls can be as great as 350 ft. depending on configuration and power.

Stall speed, in mph, (Calibrated Airspeed):

Flaps up 71
Flaps down 63

Flap deflection versus handle position is:

1st notch 10 degrees
2nd notch 25 degrees
3rd notch 40 degrees

PREPARED	PIPER AIRCRAFT CORP. DEVELOPMENT CENTER, VERO BEACH, FLA.	Airplane Flight Manual PA-32-260 - PA-32-300 PA-32S-300
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SUPPLEMENT NO. 1 TO PIPER MODEL PA-32 FLIGHT MANUAL

Models and Serial Numbers affected:

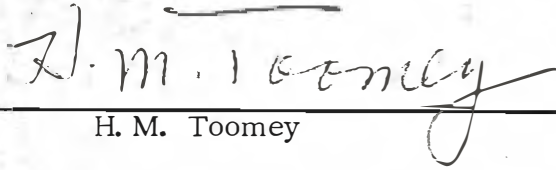
- | | |
|------------|---------------------------|
| PA-32-260 | 32-1 through 32-1110 |
| PA-32-300 | 32-40001 through 32-40565 |
| PA-32S-300 | 32-40001 through 32-40565 |

NOSE WHEEL FAIRING LIMITATION

When the nose wheel fairing is removed, Kit No. 760-313 must be installed.
(This kit is not required on the PA-32S-300 when equipped with floats).

NOTE: This document must be attached to the Airplane Flight Manual.

FAA DOA SO-1
APPROVED



 H. M. Toomey

DATE January 31, 1969