

REFERENCE ONLY

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THIS ELECTRONIC VERSION
OF THE POM/AFM IS
NOT APPROVED TO
REPLACE ANY OPERATING
INFORMATION REQUIRED
BY THE REGULATIONS.

cherokee **ARROW**

PILOT'S OPERATING MANUAL



BY

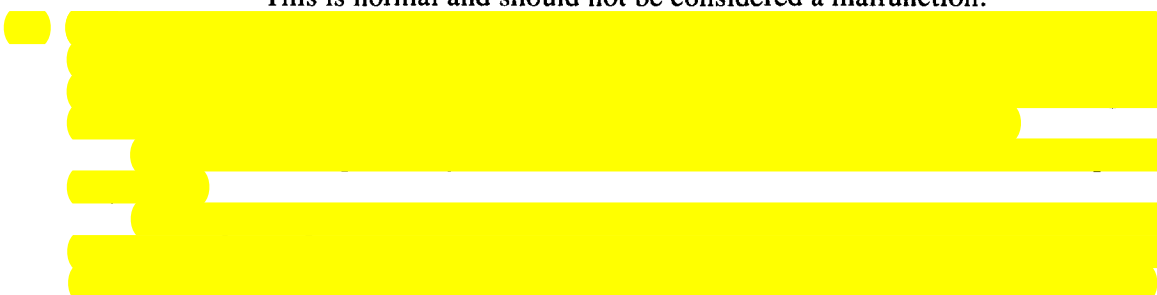


This manual is incomplete without an APPROPRIATE FAA APPROVED AIRPLANE
FLIGHT MANUAL and an APPROPRIATE WEIGHT AND BALANCE REPORT.

13. The vacuum gauge is provided to monitor the pressure available to assure the correct operating speed of the vacuum-driven gyroscopic flight instruments. It also monitors the condition of the common air filter by measuring the flow of air through the filter.

If the vacuum gauge does not register 5" Hg $\pm$.10" Hg at 2000 RPM, the following items should be checked before flight:

- a. Common air filter, could be dirty or restricted.
- b. Vacuum lines, could be collapsed or broken.
- c. Vacuum pump, worn.
- d. Vacuum regulator, not adjusted correctly. The pressure, even though set correctly, can read lower under two conditions:
 - (1) Very high altitude, above 12,000 feet.
 - (2) Low engine RPM usually on approach or during training maneuvers.This is normal and should not be considered a malfunction.



15. The rudder pedals are suspended from a torque tube which extends across the fuselage. The pilot should become familiar with the proper positioning of his feet on the rudder pedals so as to avoid interference with the torque tube when moving the rudder pedals or operating the toe brakes.
16. Anti-collision lights should not be operating when flying through overcast and clouds, since reflected light can produce spacial disorientation. Do not operate strobe lights when taxiing in the vicinity of other aircraft.
17. In an effort to avoid accidents, pilots should obtain and study the safety related information made available in FAA publications such as regulations, advisory circulars, Aviations News, AIM and safety aids.