

I. LIMITATIONS - (Continued)

Airspeed Limits (Calibrated Airspeed)	Never Exceed (Smooth Air)	230 MPH (Red Line)
	Caution Range (Smooth Air)	194 to 230 MPH (Yellow Arc)
	Normal Operating Range	76 to 194 MPH (Green Arc)
	Flap Extended	69 to 125 MPH (White Arc)
	Max.-Structural Cruising	194 MPH
	Max. Gear Extended	150 MPH
	Maneuvering Speed {Min.} 2450 lb.	135 MPH
	{Max.} 3600 lb.	162 MPH
	Minimum Control Speed (Single Engine)	90 MPH (Red Radial Line)
	One Engine Inopera- tive Best Rate-Of-Climb Speed	105 MPH (Blue Radial Line)
	Stalling Speed Gear & Flaps Up	76 MPH
	Gear & Flaps Dn	69 MPH
Flight Load Factors	Maximum Positive	3.8g
	Maximum Negative	No inverted maneuvers approved.
Maximum Weight	<u>IT IS THE RESPONSIBILITY OF THE AIRPLANE OWNER AND THE PILOT TO ASSURE THAT THE AIRPLANE IS PROPERLY LOADED. MAXIMUM ALLOWABLE GROSS WEIGHT 3600 POUNDS. SEE WEIGHT AND BALANCE SECTION FOR PROPER LOADING INSTRUCTIONS.</u>	
C.G. Range	Datum is 79" ahead of the wing leading edge at spanwise Station 97.0 (First leading edge skin lap outboard of engine nacelle).	

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- Placards (Cont'd.) (c) On landing gear operating motor access door:
"EMERGENCY GEAR EXTENSION. REMOVE COVER.
EXTENSION INSTRUCTIONS ON REVERSE SIDE."
- (d) On instrument panel:
"MAXIMUM GEAR DOWN SPEED 150 MPH."
- (e) On instrument panel:
"STALL WARNING"
The stall warning system is inoperative when
the master switch is off.
- (f) At the fuel strainer compartment:
"FUEL STRAINERS DRAIN ONLY TANK INDICATED BY
FUEL SELECTOR. ALLOW SUFFICIENT DRAIN TIME."
- (g) On the instrument panel in full view of the
pilot:
"MANEUVERING SPEED 162 MPH."
- (h) On circuit breaker access door:
"CIRCUIT BREAKER ACCESS DOOR."
- (i) On right rear window moulding in baggage area:
"MAXIMUM BAGGAGE AND/OR PASSENGER WEIGHT 250
LBS. IN BAGGAGE AREA INCLUDING SEATS SEE
WEIGHT AND BALANCE" (SERIAL NO. 30-853 and
30-902 AND UP).
- (j) On the instrument panel:
MIN. SINGLE ENGINE CONTROL SPEED
90 MPH CAS
- (k) On the instrument panel:
"WARNING - UNCOORDINATED MANEUVERS, INCLUDING
SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY
REASON, AND FAST TAXI TURNS JUST PRIOR TO
TAKE-OFF CAN CAUSE LOSS OF POWER IF FUEL
TANKS IN USE ARE LESS THAN 1/4 FULL."

Instrument
Markings

Wing Flap setting
Take-Off (White Arc 0° to 15°)
(Down 27°)

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Landing Gear
Down Light

The green gear down light on the instrument panel indicates the landing gear is down and locked. When the instrument panel light is turned on the intensity of the gear down light is reduced, and may be invisible during daylight.

II. PROCEDURES

A. Fuel System

1. Normal Operation

a. Take-off and landing

- (1) Fuel valve "ON" main tanks.
- (2) Electric fuel pumps "ON".

b. Cruising

- (1) Fuel valves "ON" (main or Auxiliary)
- (2) Electric fuel pumps "OFF"

2. Emergency Operation - Single Engine

A crossfeed is provided to increase the range during single engine emergency operating conditions. Fuel system operation is as follows:

a. Cruising

- (1) When using fuel from tanks on the same side as the operating engine the following will apply:
 - (a) Fuel Valve "ON" (main or auxiliary) on Operating engine side.
 - (b) Fuel Valve "OFF" on Inoperative engine side.
 - (c) Electric fuel pumps "OFF" (except in case of engine driven pump failure, electric fuel pump on operating engine side must be used).

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II. PROCEDURES - (Continued)

a. Cruising (Cont'd.)

(2) When using fuel from tanks on the opposite side of the operating engine the following will apply:

- (a) Fuel Valve "ON" (main or auxiliary) on In-
operative engine side.
- (b) Electric fuel pumps "OFF" (except in case of engine driven pump failure, electric fuel pump on operating engine side must be used).
- (c) "CROSSFEED ON" on Operative engine side.

Warning: Do not attempt to put both Fuel Selector Valves on Crossfeed.

b. Landing

- (1) Fuel Valve "ON" main tank on operating engine side.
- (2) Fuel Valve "OFF" on inoperative engine side.
- (3) Electric fuel pump "ON" on operating engine side.

B. Feathering Procedure

- 1. "Open Throttle" on Operating Engine to maintain altitude and airspeed above 97 MPH.
- 2. "Close Throttle" on Inoperative Engine.
- 3. Pull mixture control on inoperative engine to "Idle Cut-Off".
- 4. Pull prop control on Inoperative engine to the "Feather" position.
- 5. Ignition switches "OFF" on inoperative engine.
- 6. Electric fuel pumps "OFF".
- 7. Main fuel valve on inoperative engine "OFF".
See Fuel System Emergency Operation
Sec. II.A.2. for fuel scheduling.

C. Unfeathering Procedure

- 1. Turn fuel valve "ON" on inoperative engine side.
- 2. Turn electric fuel pump "OFF".

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