

PIPER AIRCRAFT CORPORATION

LOCK HAVEN, PENNA.

REPORT 1360

PAGE 3, Sec. 1

PA-23-250

MODEL (Six-Place)
S/N 27-2505 and Up

I. LIMITATIONS (Continued)

Placards

- (a) 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".
- (b) On the instrument panel: "MINIMUM SINGLE ENGINE CONTROL SPEED 80 MPH".
- (c) Under both center windows: "LATCH SEATS FOR TAKE-OFF AND LANDING".
- (d) On firing ring cover of emergency landing gear extender under left front seat: "EMERGENCY GEAR EXTENDER PLACE GEAR SELECTOR TO DOWN POSITION LIFT COVER, PULL RING".
- (e) On each baggage compartment door or frame:
"BAGGAGE MAXIMUM 150 LBS. SEE LOADING SCHEDULE".
- (f) Inside rudder on tip rib: "ROTATING BEACON REQUIRED FOR PROPER RUDDER MASS BALANCE. DO NOT REMOVE. SEE SERVICE MANUAL".
- (g) On emergency exit, middle window left side:
"EMERGENCY EXIT RELEASE REMOVE COVER, TURN HANDLE, PUSH DOOR".
- (h) On rt. sun visor: (Power Chart) "DO NOT EXCEED 27" MANIFOLD PRESSURE BELOW 2300 RPM OR 25" BELOW 2000 RPM".
- (i) On 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 1/2 FULL."

II. PROCEDURES:

FUEL SYSTEM

Normal Operation - Take-off and Landing

- a. Main valves "ON".
- b. Pressure crossfeed "OFF".
- c. Electric fuel pumps "ON".

Warm up the engines at 1000 to 1400 RPM for not more than two minutes in warm weather, four minutes in cold weather. Avoid prolonged idling at low RPM as this practice may result in fouled spark plugs. The magnetos should be checked individually with the propeller at minimum blade angle (maximum RPM). Set throttle to produce 2200 RPM. The drop should not exceed 125 RPM. The difference in drop off between both magnetos should not exceed 50 RPM.

Operation on one magneto should not exceed 10 seconds.

The propeller controls should be moved through their complete ranges during the warm-up to check for proper operation, then left in the full low pitch positions. Full feathering checks on the ground are not recommended because of the excessive vibration caused in the power plant installation. However, feathering action can be checked by running the engine between 1000 and 1500 RPM, then momentarily pulling the propeller control into the feathering position. Do not allow the RPM to drop more than 500 RPM. Also do not feather the propeller on the ground when operating at a high manifold pressure.

The electric fuel pumps should be turned off after starting or during warm-up to make sure that the engine-driven pumps are operating. Prior to take-off the electric pumps should be turned on again to prevent loss of power during take-off should an engine-driven pump fail. The engines are warm enough for take-off when the throttle can be opened without engine faltering. Do not take-off with a dead battery as some voltage is needed to excite the alternator.

TAKE-OFF

Before take-off the following should be checked:

1. Seat belts fastened.
2. Seats locked in position.
3. Controls free.
4. Fuel on.
5. Cowl flaps open.
6. Electric fuel pump on.
7. Flaps set.
8. Trim set.
9. Mixture rich.*
10. Propeller set.
11. Engine gauges normal.
12. Door locked.