

NORMAL PROCEDURES

PA-30 * 3600 LBS GROSS WEIGHT

AIRSPEEDS FOR SAFE OPERATION

The following airspeeds are those which are significant for safe operation of the airplane. The figures are for a standard airplane flown at gross weight under standard sea-level conditions.

V _A - Design Maneuvering Speed / Turbulent Air Penetration Speed	162 mph	141 kt
V _{APP} - Final Approach to Landing Speed	95 mph	83 kt
V _{FE} - Flap Extension Speed	125 mph	108 kt
V _{FE} - Recommended	100 mph	87 kt
V _{LO} - Landing-Gear Operation Speed	150 mph	130 kt
V _{LO} - Recommended	125 mph	108 kt
V _{MCA} - Single Engine Minimum Control Speed	90 mph	78 kt
V _{NE} - Never Exceed Speed	230 mph	200 kt
V _R - Rotation Speed (W/Zero Degrees of Flap)	90 mph	78 kt
V _{S0} - Stall Speed (Power Off - Full Flaps and Gear Extended)	69 mph	60 kt
V _{S1} - Stall Speed (Power Off - Clean)	76 mph	66 kt
V _{SSE} - Minimum Intentional Single Engine Speed	97 mph	84 kt
V _X - Best Angle-of-Climb Speed (At Sea Level)	90 mph	78 kt
V _{XSE} - Best Single Engine Angle-of-Climb Speed	94 mph	82 kt
V _Y - Best Rate-of-Climb Speed (At Sea Level)	112 mph	97 kt
V _{YSE} - Best Single Engine Rate-of-Climb Speed	105 mph	91 kt
Best En Route Rate-of-Climb Speed	130 mph	113 kt
Demonstrated Crosswind Component	20 mph	17 kt

NOISE ABATEMENT

Environmental concerns require that measures be taken to minimize the effect of airplane noise around airports or when operating near the ground. The following is a general guideline.

Many airports have published noise-abatement procedures. Pilots should become familiar with these procedures and conform to them. Pilots should also avoid noise-sensitive areas such as recreational and residential areas.

VFR departure from, and approach to an airport should be made so as to avoid prolonged flight at an altitude lower than 2,000 ft AGL. This procedure would only apply where weather permits. Other factors such as conflict with instructions from Air Traffic Control or the pilot's responsibility to see and avoid other aircraft will override this procedure.

No determination has been made by the Federal Aviation Administration as to whether the noise level of the Comanche is or should be acceptable by any standard for operation at, into, or out of any airport.

PREFLIGHT CHECK

1.) Cabin:

Control Wheel	Release Restraint
Avionics Master (Or Radios)	Check Off
Ignition	Check Off
Landing Gear Selector	Down
Master Switch	On
Fuel Quantity Gauge	Check Each Tank
Wing Flaps	Lower
Master Switch	Off
Oxygen Quantity (If Equipped and Required)	Adequate
Required Papers and Navigation Charts	On Board

WALK AROUND INSPECTION

Exterior Check for Damage and Evidence of Fluid Leaks

2.) Right Wing:

Control Surfaces	Check for Interference
Wing Tip and Navigation Light	Check
Fuel Tanks	Check Supply Visually - Adjust and Secure Caps
Fuel Tank Vents and Overflow Drains	Open
Tie Down and Wheel Chock	Remove
Main Gear Strut	Proper Inflation 2-3/4 in
Tire	Check for Wear and Proper Inflation
Oil	Check Level
Dip Stick and Oil Inspection Cover	Secure
Air Inlets	Clear
Propeller	Check for Nicks
Area Around Propeller	Clear of Debris
Cowling	Secure

3.) Nose Section:

Windshield	Clean
Heater and Ventilating Air Inlet	Clear
Nose Gear Strut	Proper Inflation 2-3/4 in
Tire	Check for Wear and Proper Inflation

4.) Left Wing:

Oil	Check Level
Dip Stick and Oil Inspection Cover	Secure
Air Inlets	Clear
Propeller	Check for Nicks
Area Around Propeller	Clear of Debris

WALK AROUND INSPECTION (Cont.)

4.) Left Wing:(Cont.)

Cowling	Secure
Fuel Tanks	Check Supply Visually - Adjust and Secure Caps
Fuel Tank Vents and Overflow Drains	Open
Tie Down and Wheel Chock	Remove
Main Gear Strut	Proper Inflation 2-3/4 in
Tire	Check for Wear and Proper Inflation
Stall Warning Transmitter Switch	Free
Pitot Head	Cover Removed - Hole Clear
Wing Tip and Navigation Light	Check
Control Surfaces	Check for Interference

5.) Fuselage and Empennage:

Static Vents	Holes Clear
Control Surfaces	Check for Interference
Navigation Lights	Check
Antennas	Check
Dorsal Fin Ventilating Air Inlet	Clear
Tie Down	Remove
Baggage Door	Secure

**** WARNING **** In winter insure that all surfaces are free of ice, frost and snow.

PREFLIGHT CHECK FOR NIGHT OPERATION

If operation of aircraft extends into night:

Master Switch	On
Navigation and Landing Lights	Check
Panel and Cabin Lights	Check
Master Switch	Off
Flashlight	On Board

BEFORE STARTING ENGINES

Seats	Erect
Belts and Harness	Fastened and Adjusted
Brakes	Set
Fuel Strainers	Drain Sample (5 Seconds) and Check Each Tank
Fuel Selectors	Inboard Main Tanks
Circuit Breakers	Check In
Avionics Master (Or Radios)	Check Off
Generator Switches (If Equipped with Generators)	Check On
Air Vents, Heater and Defroster	As Desired
Alternate Static Source (If Installed)	Closed
Controls	Free and Correct
Door	Latched
Cowl Flaps	Open