Summary Aircraft Data 1976 PA34-200T N102RM

Empty Weight (lbs)	Max T/O Weight (lbs)	Useful Load (lbs)	Zero Fuel Weight (lbs)	Fuel Capacity (gals)	Useable Fuel (gals)
3156	4570	1414	4000	123	120

Electrical System			Engines	Oil
2 Alternators – 1/engine	14 V	60 amp	200 HP	Min level = 5 qts
Battery	12 V	30 amp hr	TSIO-360E LTSIO-360E	Max level = 8 qts

Normal Category Load Factor: **+3.0 G to NO NEGATIVE Gs**

V – Speeds KIAS:

V_{NE} = 195
V_{NO} = 163
V_{FE} = 138 for 10 deg flaps
121 for 25 deg flaps
107 for 40 deg flaps
V_{LE} = 129
V_{LO} = 107
$V_{EMER\ LE}$ = <84
V_A (max T/O weight) = 136
V_Y = 89
V_{YSE} = 89
V_X = 76
V_{XSE} = 76
V_{VMC} = 66
V_G = 89
V_R = 71
V_{SO} = 61
V_{S1} = 73

Standard Traffic Pattern

	IN MP	RPM	MPH	Flaps & Gear	Trim
Downwind	18”	2250	100	0 deg	As Req
Abeam Touchdown Pt.	17”	2250	001	10 deg GEAR DOWN	As Reg
Base	15”	2250	95-97	25 deg	As Req
Final	14”	2250	89 85 (shortfield)	40 deg final	As Req

Maximum Crosswind Component = 17 KNOTS @ 90 deg to runway

GO-AROUND: Power 35 - 38” MP, Prop Full, Flaps to 25 deg, Gear UP, pitch for normal climb, positive rate of climb established, flaps up incrementally until reaching traffic pattern altitude. Continue climb at 31” MP. Pitch for 102 KIAS

Abnormal Gear Procedures

1. Verify navigation lights are off (nav lights dim the gear indicators making you think the gear are not down and locked.)
2. Verify landing gear circuit breakers are in. Reset if popped.
3. Verify “Red Gear Warning” light is out.
4. Verify gear indicator lights are not out. Try switching the bulbs.
5. If all these procedures fail, slow to 84 KIAS, place the gear selector switch down, release the clip of the manual gear extension switch and pull the knob. This releases the hydraulic pressure and the gear fall down and lock.
6. Verify 3 green lights, nose gear in the mirror on the left engine nacelle, and red gear unsafe light out.
7. If no lights fly by the tower and ask for verification. Complete the abnormal procedures checklist for gear failure to come down, and do gear up landing checklist.

Crossfeed Procedures

1. When the X-feed is selected, the engine on that side will draw fuel from the opposite tank. In order to extend the range when on one engine or when there is a fuel flow problem.
2. If one engine is inoperative the fuel selector for the inoperative engine must be in the off position.