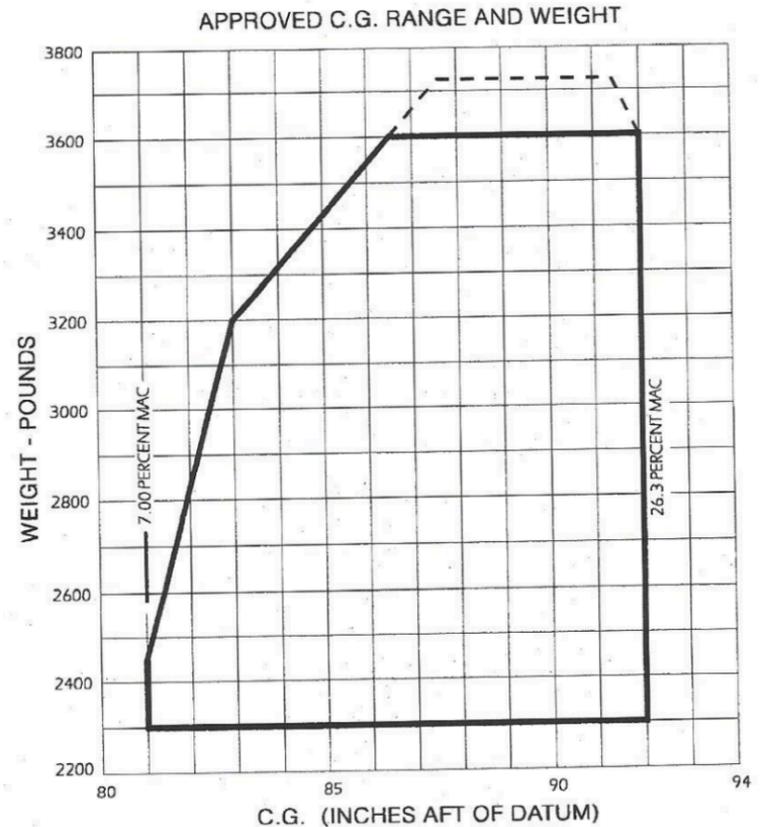
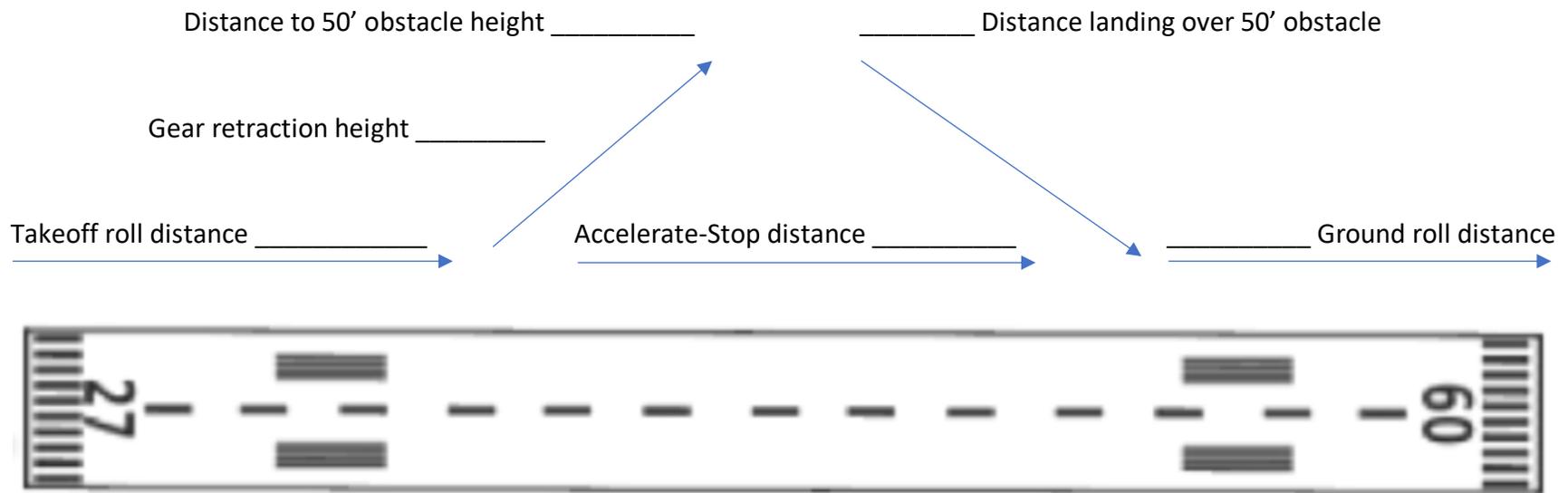


Weight and Balance for 1965 PA-30B Twin Comanche SN 30-904

Description	Weight (lbs.)	Arm (Inch)	Moment (in/lb)
Empty Weight (Includes unusable fuel and full oil)	2392	82.28	196,860
Without heater installed	2367	83.05	196,571
Pilot and Front Passenger		84.8	
Rear Passengers		120.5	
Baggage Area (250 lbs Max)		142	
Total weight before fuel			
Usable Fuel Main Tanks (6 lbs/gal, max 54 gal.)		90	
Usable Fuel Aux Tanks (6 lbs/gal, max 30 gal.)		95	
Take-Off with Gear Extended			
Takeoff with Gear Retracted			770
Maximum Takeoff Weight 3600 pounds			
Less Fuel for Flight in Gallons from Main Tanks	-	90	
Less Fuel for Flight in Gallons from Aux Tanks	-	95	
Landing Weight and Moment			
Landing CG With Gear Extended			



Field Elevation: _____ Altimeter: _____ Temperature: _____ Winds: _____
 Pressure altitude: _____ (29.92 - current altimeter; 0.10 = 100') Aircraft weight: _____
 Departure Airport Takeoff ground roll: _____ Takeoff distance over 50' obstacle: _____
 Departure Airport Landing ground roll: _____ Landing distance over 50' obstacle: _____
 Rate of climb: _____ Single-engine ROC: _____ Single-engine service ceiling: _____
 Destination Airport Landing ground roll: _____ Landing distance over 50' obstacle: _____



Takeoff briefing:

This will be a normal (short-field) takeoff, flaps set at 0° (15°), departing runway _____ with an initial climb to _____ feet and heading _____. V_R is 90, V_X is 90, V_Y is 112, V_{MC} is 90, and V_{YSE} is 105 MPH. Ground roll is _____, 50' obstacle clearance is _____, and accelerate-stop is _____. Landing distance is _____ and landing from a 50' obstacle requires _____ feet. Gear retraction will be at _____ feet.

- For any abnormality before V_{MC} , I will close the throttles, apply maximum braking, maintain directional control and bring the airplane to a stop on the remaining runway.
 - For an engine fire or failure with runway remaining and gear down, I will close the throttles, land straight ahead, and apply maximum braking.
 - For an engine failure with no remaining runway and above V_{MC} , I will pitch for blue line, apply maximum thrust, retract gear and flaps, then identify, verify, and feather the failed engine.
 - For an emergency or abnormality with altitude available, I will perform the appropriate checklist.
- Emergency training scenarios below 3,000'AGL will be simulated with reduced throttle. Any questions?