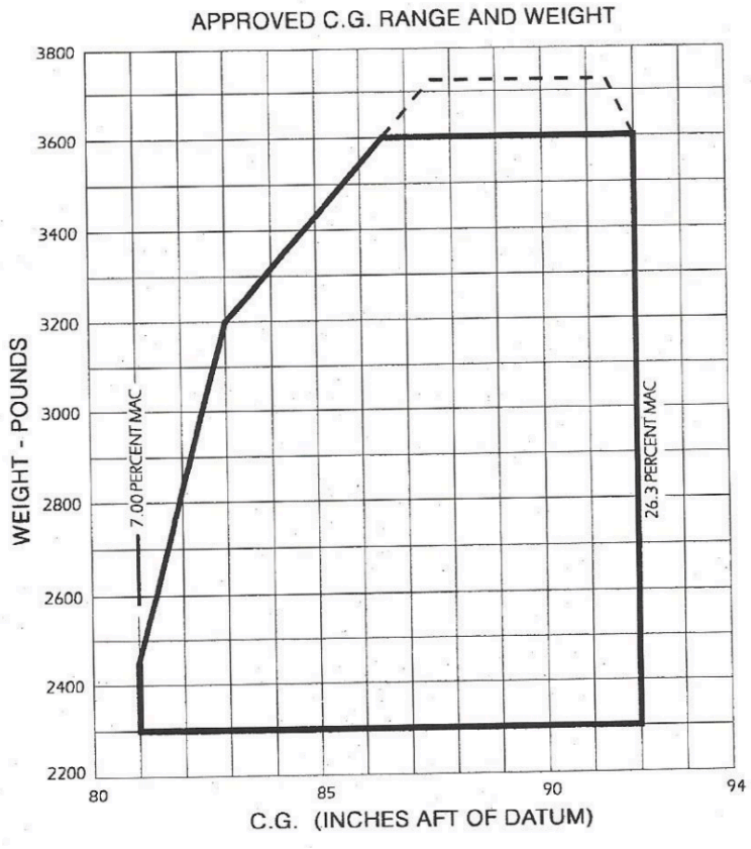
Weight and Balance for 1965 PA-30B Twin Comanche SN 30-904

Description	Weight (lbs.)	Arm (Inch)	Moment (in/lb)
Empty Weight (Includes unusable fuel and full oil) OR Without heater installed	2377 or 2367	82.59 or 83.05	196,274 or 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 Weight & CG w/Gear Extended			
Takeoff Weight & CG w/Gear Retracted			**(+770)**
Maximum Takeoff & Landing Weight 3600 pounds			
Less Fuel for Flight from Main Tanks		90	
Less Fuel for Flight from Aux Tanks		95	
Descent Weight and CG			
Landing Weight and CG w/Gear Extended			**(-770)**



Field Elevation: _____ Altimeter: _____ Temperature: _____ Winds: _____

Pressure altitude: _____ (29.92 - current altimeter; 0.10 = 100') Aircraft weight: _____

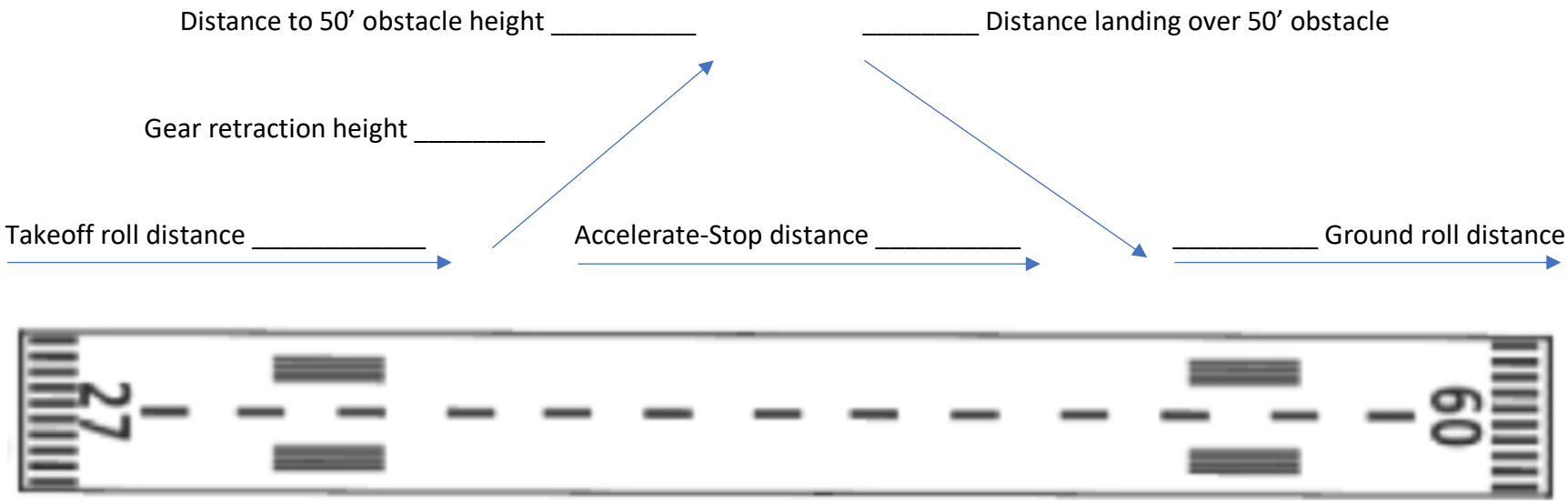
Departure Airport

Takeoff ground roll: _____ Takeoff distance over 50' obstacle: _____ Accelerate-stop: _____

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 an abnormality (like a door or panel opening) at a low airspeed, I will close the throttles, maintain directional control and bring the airplane to a stop on the remaining runway.
- For an emergency before V_{MC}, I will close the throttles, apply maximum breaking, 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 breaking.
- 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 by reducing throttle. Any questions?