

TABLE OF CONTENTS
SECTION 10
OPERATING TIPS

Paragraph No.		Page No.
10.1	General	10-1
10.3	Operation Tips	10-1

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 10
OPERATING TIPS

10.1 GENERAL

This section provides operating tips of particular value in the operation of the Piper Seminole.

10.3 OPERATING TIPS

- (a) Learn to trim for takeoff so that only a very light back pressure on the wheel is required to lift the airplane off the ground.
- (b) On takeoff, do not retract the gear prematurely. The airplane may settle and make contact with the ground because of lack of flying speed, atmospheric conditions, or rolling terrain.
- (c) Flaps may be lowered at airspeeds up to 111 KIAS. To reduce flap operating loads, it is desirable to have the airplane at a slower speed before extending the flaps. The flap step will not support weight if the flaps are in any extended position. The flaps must be placed in the UP position before they will lock and support weight on the step.
- (d) Always determine position of landing gear by checking the gear position indications.
- (e) The shape of the nacelle fuel tanks is such that in certain maneuvers and with low fuel levels, the fuel may move away from the tank outlet. If the outlet is uncovered, the fuel flow will be interrupted and a temporary loss of power may result. Pilots can prevent inadvertent uncovering of the outlet by avoiding maneuvers which could result in uncovering the outlet.

Extreme running turning takeoffs should be avoided.

Prolonged slips and skids which result in excess of 2000 feet of altitude loss, or other radical or extreme maneuvers which could cause uncovering of the fuel outlet must be avoided as fuel flow interruption may occur when the tank being used is not full.

10.3 OPERATING TIPS (continued)

- (f) The rudder pedals are suspended from a torque tube which extends across the fuselage. The pilot should become familiar with the proper positioning of his feet on the rudder pedals so as to avoid interference with the torque tube when moving the rudder pedals or operating the toe brakes.
- (g) Anti-collision lights should not be operating when flying through clouds, fog, or haze, since reflected light can produce spacial disorientation. Strobe lights should not be used in close proximity to the ground such as during taxiing, takeoff or landing.
- (h) In an effort to avoid accidents, pilots should obtain and study the safety related information made available in FAA publications such as regulations, advisory circulars, Aviation News, AIM and safety aids.
- (i) All pilots who plan to fly above 10,000 feet should take initial high altitude physiological training and then take refresher training every two or three years.
- (j) Sluggish RPM control and propeller overspeed with poor RPM recovery after rapid throttle application are indications that nitrogen pressure in the propeller dome is low.
- (k) Experience has shown that the training advantage gained by pulling a mixture control or turning off the fuel to simulate engine failure at low altitude is not worth the risk assumed, therefore it is recommended that instead of using either of these procedures to simulate loss of power at low altitude, the throttle be retarded slowly to idle position. A rapid reduction in power (full throttle to idle in less than 2 seconds) may be harmful to the engine. See Section 4 for power settings which are recommended for simulated one engine operation.

10.3 OPERATING TIPS (continued)

- (l) Before starting either engine, check that all radio switches, light switches and the pitot heat switch are in the OFF position so as not to create an overloaded condition when the starter is engaged.
- (m) The airplane should not be flown in severe turbulence as damage to the airframe structure could result.
- (n) The best speed for takeoff is about 75 KIAS under normal conditions. Trying to pull the airplane off the ground at too low an airspeed decreases the controllability of the airplane in the event of an engine failure.

THIS PAGE INTENTIONALLY LEFT BLANK