



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“PIPER PA – 38 TOMAHAWK”

A.- Limitaciones de Operación

1.- Limitaciones (Velocidades)

	KIAS
Va	103
Vne	138
Vno	110
Vfe	89
Vs	48-52
Vso	47-49
Vx	61
Vy	70
Vr	53
Vapp (Flap DN)	62
Vplaneo	70
Max Cross Wind	15

2.- Combustible (U.S. GAL)

Tipo a Utilizar	100/130
Capacidad Total	32
Capacidad Usable	30
Presión de Combustible (PSI)	
Mínima	0.5
Máxima	8

3.- Pesos (LBS)

Máximo TAKE-OFF	1.670
Máximo Equipaje	100

4.- Motor (Potencia Máxima Continua)

Limitaciones Operativas de Motor	
Razón HP o BHP	112
Máximas RPM	2.600
RPM estáticas	
Máximas	2.350
Mínimas	2.200
Temperatura de aceite (°F)	
Máxima	245
Mínima	75
Presión de aceite (PSI)	
Máxima	100
Mínima	15 ó 25

5.- Limites de maniobras (Cat. Normal)

MANIOBRA	KIAS
Spin (Flaps UP)	STALL
Escarpados	100
Ocho Flojo	100
Chandela	100

B.- Emergencies Procedures

1.- ENGINE POWER LOSS DURING TAKEOFF (Not Airborne)

a.- Sufficient runway remaining:

Throttle	CLOSE IMMEDIATELY
Brakes	APPLY AS REQUIRED
Stop	STRAIGHT AHEAD

b.- Insufficient runway remaining:

Throttle	CLOSE IMMEDIATELY
Brakes	APPLY AS REQUIRED
Mixture	IDLE CUT-OFF
Fuel selector	OFF
Master switch	OFF
Magnetos	OFF
Maintain	Directional control and maneuver to avoid obstacles.

2. - ENGINE POWER LOSS DURING TAKEOFF (if Airborne)

a.- Sufficient runway remaining:

Airspeed	MAINTAIN ABOVE STALL
Directional control	MAINTAIN
Land	STRAIGHT AHEAD

b.- Insufficient runway remaining:

Airspeed	MAINTAIN ABOVE STALL
Throttle	CLOSE
Mixture	IDLE CUT-OFF
Fuel selector	OFF
Master switch	OFF
Magnetos	OFF
Flaps	AS SITUATION REQUIRES
Directional Control	Maintain - Make only shallow turns to avoid obstacles.

c.- If sufficient altitude has been gained to attempt a restart:

Airspeed	MAINTAIN ABOVE STALL
Fuel selector	SWITCH TO OTHER TANK CONTAINING FUEL
Electric fuel pump	ON
Mixture	RICH
Carburetor	ON
If power is not regained, proceed	POWER OFF LANDING

3. - ENGINE POWER LOSS IN FLIGHT

Fuel selector	SWITCH TO OTHER TANK CONTAINING FUEL
Electric fuel pump	ON
Mixture	RICH
Carburetor heat	ON
Engine Gauge	Check For Indication Of Cause Of Power Loss
Primer	LOCKED

If no fuel pressure is indicated check that fuel selector is on tank containing fuel.

a.- If power has not been restored:

Ignition switch	L THEN R, THEN BACK TO BOTH
Throttle and Mixture	TRY DIFFERENT SETTINGS

b.- When power is restored:

Carburetor heat	OFF
Electric fuel pump	OFF

c.- If power cannot be restored:

TRIM for best (70 KIAS) and prepare for **POWER OFF LANDING**

4. - FIRE ENGINE DURING START

Starter	CRACK ENGINE
Mixture	IDLE CUT-OFF
Throttle	OPEN
Electric fuel pump	OFF
Fuel selector	OFF
Abandon airplane	IF FIRE CONTINUES

5. - FIRE ENGINE IN FLIGHT

Source of fire	CHECK
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a.- Engine fire:

Fuel selector	OFF
Throttle	CLOSE
Mixture	IDLE CUT-OFF
Electric fuel pump	OFF
Cabin heat	OFF
Defroster	OFF
Prepare for	POWER OFF LANDING