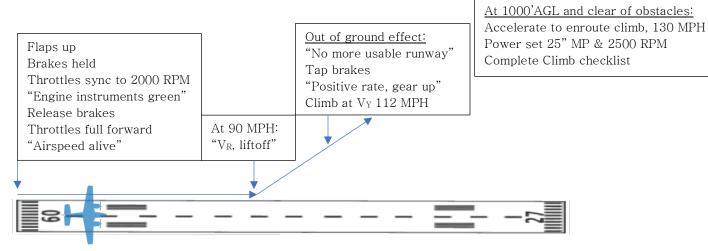
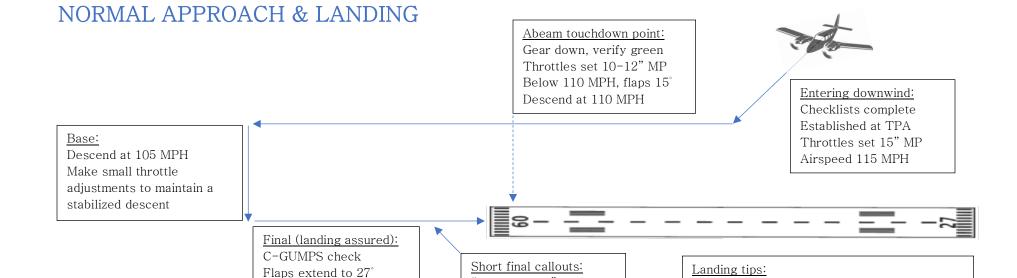
NORMAL TAKEOFF



Approach at 95 MPH



"Clear to land"

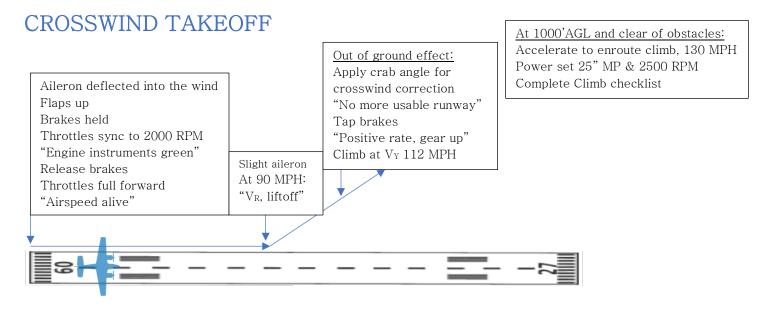
"Gear is down & green"

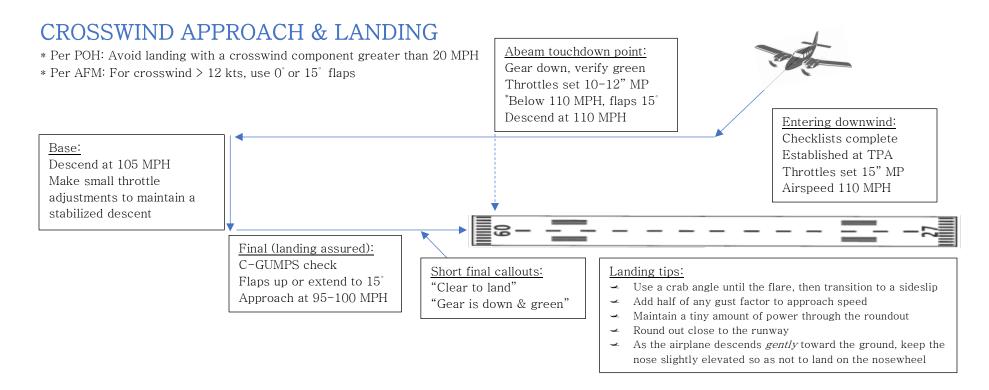
Maintain approach speed within 5 MPH

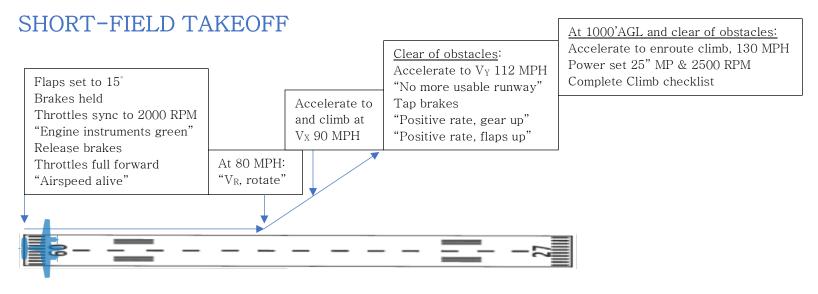
gentle backpressure to flare

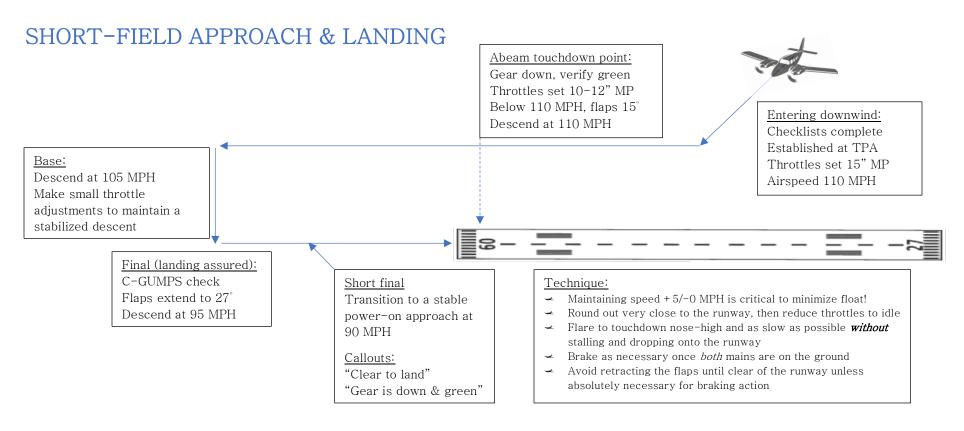
✓ Keep a slight amount of power through the roundout to assist with elevator effectiveness
 ✓ Roundout just above the runway and apply very

✓ Do not "hold it off" the runway until stall as this will cause hard landings/possible gear damage

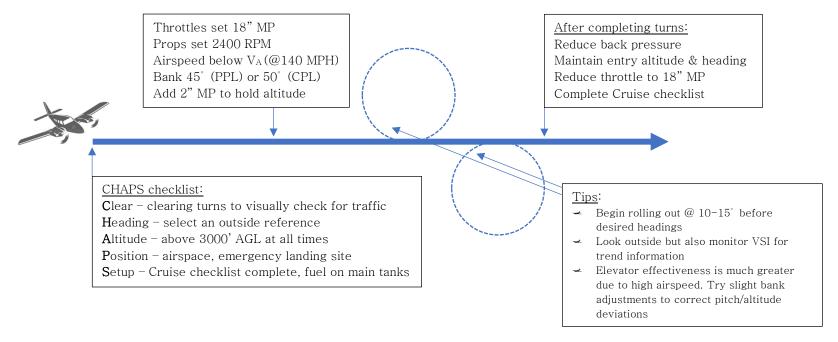








STEEP TURNS





Throttles set 15" MP Props set 2400 RPM Gear down below 130 MPH Flaps to 15° & 27° below 110 MPH Pitch for 85–90 MPH Throttles to hold altitude

Perform shallow turns, climbs, and/or descents

Recovery:

Reduce angle of attack Throttles to 24" MP Positive rate, gear up Retract flaps to 15° Retract flaps to 0°

CHAPS checklist:

Clear - clearing turns to visually check for traffic

Heading – select an outside reference

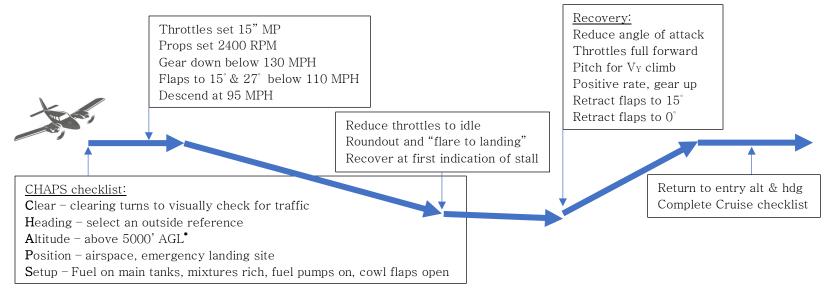
Altitude - above 3000' AGL at all times

Position - airspace, emergency landing site

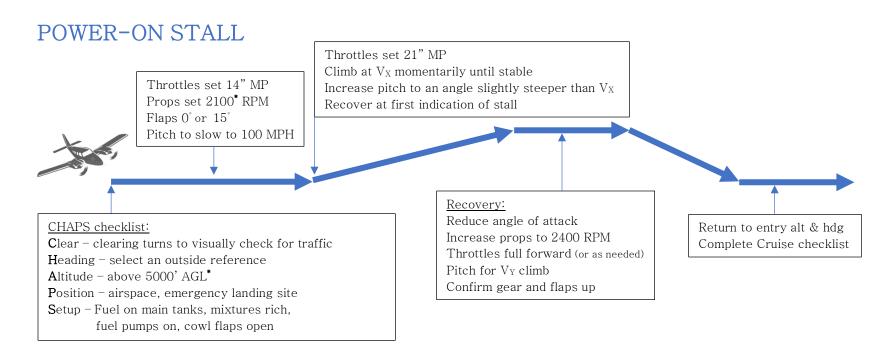
Setup – Fuel on main tanks, mixtures rich, fuel pumps on, cowl flaps open

Maintain entry altitude & heading Complete Cruise checklist

POWER-OFF STALL



* See page 34 of Piper Twin Comanche Owners Handbook for stall limitations



ACCELERATED STALL

Throttles set 14–15" MP
Props set 2400 RPM
Airspeed below V_A (110 MPH recommended)
Enter into a steep turn
Attempt to hold altitude
Recover at the first indication of stall



CHAPS checklist:

Clear - clearing turns to visually check for traffic

Heading – select an outside reference

Altitude - above 5000' AGL*

Position – airspace, emergency landing site

Setup - Cruise checklist complete, fuel on main tanks

Recovery:

Reduce angle of attack

Level the wings with coordinated

rudder & aileron

Return to specified altitude & heading

Complete Cruise checklist

EMERGENCY DESCENT - Oxygen System failure

*Gradually cool engines prior to performing emergency descents to avoid shock cooling.

Seatbelts secure

Cowl flaps closed

Landing gear down below V_{LE} (150 MPH)

*Throttles smoothly to idle

Props full forward

Airspeed maintain at/below V_{LE} (150 MPH)

Bank 40-45° to decrease vertical lift



CHAPS checklist:

Clear - clearing turns to visually check for traffic

Heading – select an outside reference

Altitude - determine when to recover

Position – airspace, emergency landing site

Setup - Oxygen System Failure checklist

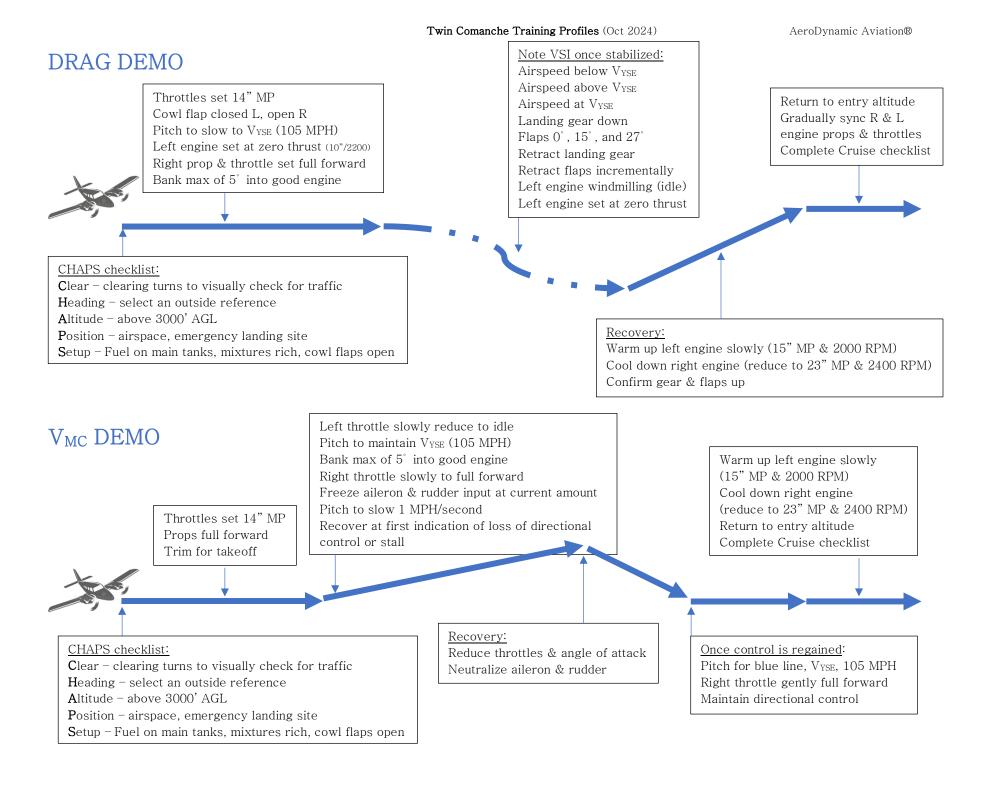
Recover at appropriate altitude (10,000 MSL or 2,000 AGL)):

Throttle(s) as needed for climb, descent, or to hold altitude

*Take care to warm engine(s) slowly after long idle

Gear up or down, as needed for recovery or landing

Complete Cruise or Before Landing checklist



ENGINE FAILURE DURING TAKEOFF OR CLIMB (BELOW 1,000 - 1,500 AGL)

