



At 1000'AGL and clear of obstacles:



Aileron deflected into the wind Flaps up Brakes held Throttles sync to 2000 RPM "Engine instruments green" Release brakes Throttles full forward	Slight aileron At 90 MPH:	Out of ground effect: Apply crab angle for crosswind correction "No more usable runway" Tap brakes "Positive rate, gear up" Climb at V <sub>Y</sub> 112 MPH	Accelerate to enroute climb, 130 MPH Power set 25" MP & 2500 RPM Complete Climb checklist
"Airspeed alive"	"V <sub>R</sub> , liftoff"	==-	

#### **CROSSWIND APPROACH & LANDING**



#### SHORT-FIELD TAKEOFF



"Gear is down & green"

AeroDynamic Aviation®

# STEEP TURNS



## POWER-OFF STALL



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



## ACCELERATED STALL



#### 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<sub>LE</sub> (150 MPH) \*Throttles smoothly to idle Props full forward Airspeed maintain at/below V<sub>LE</sub> (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)



