

PIPER N7261Y CHECKLIST

BEFORE START

PreFlight	-----COMPLETE
Seat Belts	-----ON
Passengers	----- BRIEFED
Radio Master	----- OFF
Alternate Air	----- OFF
Cowl Flaps	-----OPEN
All Electrical Switches	----- OFF
Fuel Selector	-----MAINS
Fuel	---- DRAIN & CHECK ALL
Gear Switch	-----DOWN
Circuit Breakers	-----CHECK

ENGINE START

Master Switch	..... ON
Magneto Switches	..... ON
Rotating Beacon	..... ON
Generators	..... ON
Gear Light	..... CHECK ON
Propeller Area	..... CLEAR
Throttles	.....FULL FORWARD
Mixture	..... FULL OPEN
Pumps	..... ON—3.5 Sec – OFF
Mixtures	..... IDLE CUTOFF
Throttles	.....(MicroSwitch Click) 1/4 INCH OPEN
Start.....	ENGAGE LEFT ENG. – ADV.MIXTURE WHEN IT FIRES
Throttle	(1000-2000 RPM) ADJUST
Oil & Fuel Pressure	.....CHECK
Mixtures	.....LEAN FOR TAXI (#4)

REPEAT FOR 2nd ENGINE

PRE-TAXI CHECK

Flaps	..... RETRACT
Radio Masters	..... ON
Autopilot	..... ON
Clearances – ATIS, RouteCInc, GrndCtrl	RECEIVED
Radios, Nav, Transponder	.....SET
Instruments/Altimeter	..... CHECKED & SET
Interior Lights	.....AS DESIRED
Fuel	..... AUX
Autopilot	.....CHECK / OFF
Transponder	..... ALT
Brakes	..... CHECK

PIPER TWIN COMANCHE CHECKLIST

RUNUP

Brakes	.....SET
Fuel	..... MAINS
Oil Temperature	..... GREEN ARC
Mixture	RICH (Lean above 4000 msl)
Throttles	.....1500 RPM
Props	...EXERCISE 3 x When Cold
Throttles	..... 2000 RPM
Mags	..... Check Drop
	[Norm 100 rpm / Max 175 / Max Diff 75]
Eng Gauges	..... CHK
Vacuum (L & R)	..... CHK [4.8-5.1]
Ammeters (L & R)	.....CHK Charging
Throttles	IDLE .....[1200 RPM]
MIXTURES	..... LEAN
Flight Instruments / DG	..... CHECKED / SET
Autopilot	.....OFF
Trim Tab	... SET FOR TAKEOFF
Pitot Heat	..... AS REQUIRED
Lights	..... ON (As Required)
Radios & Nav	.....SET
Takeoff Brief	..... COMPLETE

PRE-TAKEOFF

Controls	..... FREE & CLEAR
Heading Indicator	.....SET
Flaps	..... SET for T / O
Seatbelts / Harness	..... ON / SECURE
Propellers	..... FULL FWD

Takeoff Clearance	..... RECEIVED
Cabin Door / Window	... CLOSED & LOCKED
Mixtures	.....SET
Fuel Pumps	..... ON

TAKEOFF

Rotate	..... VR@ 90 MPH
Accelerate	... 112 MPH- Best Rate
Landing Gear	..... POS RATE – UP
Power Reduce	(1000' AGL) 25" / 2500 RPM
Boost Pumps	..... OFF (Chk F/F)
Enroute Climb (Best Cooling)	..... 120 / 130mph
Autopilot	..... ON

PIPER N7261Y CHECKLIST

CRUISE

Power (for Training) ----- 20" MP / 2300 RPM
Landing Light ----- OFF
Cowl Flaps ----- AS NEEDED
Mixture (*Above 4000*) ----- LEAN
Alternate Air ----- OFF

DESCENT

Power15-17"MP / 2500 RPM
Engine CHT GREEN ARC
Mixture ENRICH with Descent

BEFORE LANDING (Downwind)

Power16-17"MP / 2500 RPM
Airspeed 120 MPH
Seatbelt / Shoulder HarnessON
Seatbacks UP

LCGUMPS

LightsON
Cowl Flaps AS DESIRED
Gas MAINS
Undercarriage (*140 mph*)DOWN
— Mirror & Indicator Lights- Checked —
Mixture (*Below 4000'*) RICH
Propellers (*On Final*)FWD
Switches-Fuel PumpsON
Flaps (*Below 120 mph*) AS NEEDED

PIPER TWIN COMANCHE CHECKLIST

GO AROUND

Power ----- FULL
Propellers ----- FULL FORWARD
Pitch ----- POS. CLIMB (10°)
Landing Gear ----- RETRACT
Airspeed ----- 112 MPH min.
Flaps ----- RETRACT
POWER ----- CLIMB (above 1000')

AFTER LANDING

Flaps ----- RETRACT
Cowl Flaps ----- UP
Mixture ----- LEAN for Taxi
Landing Lights ----- OFF
Fuel Pumps ----- OFF

ENGINE SHUTDOWN

Brakes ----- APPLY and HOLD
Radio Masters ----- OFF
Lights ----- OFF
Throttles ----- 1200 RPM
Mixture ----- IDLE CUTOFF
Magnetos ----- OFF
Master Switch ----- OFF
Fuel Switches ----- OFF In Hangar

**EMERGENCY CHECKLIST
PIPER N7261Y**

ELECTRICAL FAILURE

AMMETER INDICATES BATTERY DISCHARGE:

GENERATOR C/Bs –CHECK

If Popped,RESET (cool for 2-5 mins)

If Breakers not Popped – Reduce Electrical Load to Min.

If Gen. Output Cannot be Maintained on at least One Generator at Reduced Load -- Defective Generator CB PULL

IF BOTH Generators Fail – BATTERY Is ONLY Source of Power
LAND AS SOON AS POSSIBLE *

BATTERY OVER CHARGE (After First Few Moments Of Flight)

Ammeter – Indicated Excessive Charge

Generator Circuit Breaker – (*Defective Gen.*) PULL

Electrical Load – Reduce to Minimum

LAND AS SOON AS POSSIBLE *

LANDING GEAR – FAIL TO EXTEND

LANDING GEAR C/B..... CHECK

LANDING GEAR LIGHTS..... CHECK

AIRSPEED MAX – 100MPH

LANDING GEAR SWITCH..... CENTERED

MOTOR RELEASE ARMDISENGAGE and Push FULL FORWARD (*Approx. 135°*)

GEAR EXTENSION HANDLEUNSTOW – INSERT & LOCK

Into SOCKET – ROTATE FULL FORWARD - If Left Socket Is Not In View, Insert in Right Socket And Rotate Until Left Socket is In View – Then Insert In Left Socket and ROTATE FULL FORWARD

LAND with NO CROSSWIND (If Able)

After Landing Make All Turns With Minimum Sideloads

* DO NOT RE-ENGAGE GEAR OPERATING MOTOR IN FLIGHT *

**EMERGENCY CHECKLIST
PIPER TWIN COMANCHE**

EMERGENCY DESCENT

SEAT BELT / HARNESSSESSECURED

THROTTLES..... RETARD

PROPELLER CONTROLSFULL FORWARD

LANDING GEAR (*BELOW 140 MPH*) DOWN

AIRSPEED MAXIMUM 140 MPH

*In the Event a More Rapid Rate of Descent is Required
Use Up To 45° Angle of Bank and Descend in Spiral*

RECOVER AT 10,000' MSL OR 2000' AGL

DESCENT RATEREDUCE

LANDING GEAR..... RETRACT

MIXTURE..... ENRICH

THROTTLES..... INCREASE SLOWLY

PROPELLER CONTROLS SET CRUISE

PROPELLER OVERSPEED

PROPELLER Control (*Affected Engine*)..... REDUCE

THROTTLE RETARD

AIRSPEED REDUCE

THROTTLE (*As Required*) MAX - 2700 RPM

PIPER TWIN COMANCHE REVIEW

GO AROUND

Power ----- FULL
Propellers -----FULL FORWARD
Pitch -----POS. CLIMB (10°)
Landing Gear ----- RETRACT
Airspeed ----- 112 MPH min.
Flaps ----- RETRACT
POWER ----- CLIMB (above 1000')

SHORT FIELD TAKEOFF

Flaps - SET-BOTTOM WHITE ARC
Brakes ----- HOLD
Throttles ----- FULL FWD
— *Check Engine Instruments* —
Brakes -----RELEASE
Rotate -----80-85 MPH
Climb ----- 90 MPH
Landing Gear (*POS CLIMB*) -----UP
Flaps ----- (Blue -105) UP
Climb Speed (*Clear of Obstacles*) ----- V_y 112 MPH
Power (*1000' AGL*) ----- 25" MP / 2500 RPM
Fuel Pumps (*Check Fuel Flows*) ----- OFF
Climb Speed – Enroute ----- 130 MPH

SHORT FIELD LANDING

Flaps ----- FULL
Final Approach Speed ----- 90 MPH
Power - Reduce Prior TO FLARE
Flaps (*After Touchdown*) ----- RETRACT
Control Wheel ----- FULL AFT
Brakes ----- MAX ANTI-SKID