

## PIPER PA-30 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
Gear Light	-----	CHECK ON
Propeller Area	-----	CLEAR
Throttles	-----	FULL FORWARD
Mixture	-----	RICH
Fuel Pumps	-----	ON - 5 Sec – OFF
Mixtures	-----	IDLE CUTOFF
Throttles	.....(MicroSwitch Click)	1/4 INCH OPEN
START	.....ENGAGE L ENG. – ADVANCE MIXTURE WHEN IT FIRES	
Throttle	... ADJUST	-1000-1500 RPM
Oil Pressure	-----	CHECK
Alternator	-----	ON
Mixtures	-----	LEAN FOR TAXI (4-5)

° REPEAT FOR 2<sup>nd</sup> ENGINE

### PRE-TAXI CHECK

Flaps	-----	RETRACT
Radio Masters	-----	ON
Autopilot	-----	ON
Clearances – ATIS, Route Clnc, Grnd Ctrl	-----	RECEIVED
Radios, Nav	-----	SET
Instruments/Altimeter	-----	CHECKED & SET
Interior Lights	-----	AS DESIRED
Fuel	-----	AUX TANKS
Autopilot	-----	CHECK / OFF
Transponder	-----	SET
Brakes	-----	CHECK

## PIPER TWIN COMANCHE CHECKLIST

### RUNUP

Brakes	-----	SET
Fuel	-----	MAINS
Oil Temperature	-----	GREEN ARC
- Mixtures	.....ENRICH (LEAN above 4000 msl)	
- Throttles	-----	1500 RPM
- Props	-----	EXERCISE 3 x When Cold
- Throttles	-----	2000 RPM
- Mag Check	.....Norm 100 rpm / Max 175 / Max Diff 75	
- Eng Gauges	-----	CHK
- Alternators (L and R)	-----	CHK Charging
- Throttles	-----	IDLE ~1200 RPM
- Mixtures	-----	LEAN (4-5)

### PRE-TAKEOFF

Controls	-----	FREE & CLEAR
Flight Instruments / DG	-----	CHECKED / SET
Autopilot	-----	OFF
Pitot Heat	-----	AS REQUIRED
Radios & Nav	-----	SET
Heading Indicator	-----	SET
Flaps	-----	SET for T / O
Pitch Trim	-----	SET
Seatbelts / Harness	-----	ON / SECURE
Propellers	-----	FULL FWD
Takeoff Brief	-----	COMPLETE

Trim / Flaps (For full stop/ taxi back) ----- RESET

Takeoff Clearance	-----	RECEIVED
Cabin Door / Window	-----	CLOSED / LOCKED
Mixtures	-----	SET
Lights	-----	ON (As Required)
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 (Check F/F)
Enroute Climb (Best Cooling)	-----	120 / 130mph
Autopilot	-----	ON

## PIPER PA-30 CHECKLIST

### CRUISE

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

### DESCENT

Power ..... 15-17"MP / 2500 RPM  
Engine CHT .....GREEN ARC  
Mixture ..... ENRICH with Descent

### BEFORE LANDING (Downwind)

Power ..... 16-17"MP / 2500 RPM  
Airspeed ..... 120 MPH  
Seatbelt / Shoulder Harness ..... ON  
Seatbacks ..... UP

### LCGUMPS

Lights .....ON  
Cowl Flaps ..... AS DESIRED  
Gas .....MAINS  
Undercarriage (140 mph) .....DOWN  
— Mirror & Indicator Lights-..... CHECKED  
Flaps (Below 120 mph) .....AS NEEDED  
Mixture (Below 4000') ..... RICH  
Fuel Pumps .....ON  
Propellers (On Final) ..... FWD

## PIPER TWIN COMANCHE

### GO AROUND (Memory Items)

Propellers ..... FULL FORWARD  
Power ..... FULL  
Pitch ..... POS. CLIMB (10°)  
Flaps ..... ONE HALF  
Landing Gear .....RETRACT  
Airspeed ..... 105 MPH min.  
Flaps .....RETRACT  
Climb Speed ..... 112 MPH  
POWER SET 25/25 (above 1000' AGL)

### AFTER LANDING

Flaps ..... RETRACT  
Cowl Flaps ..... OPEN  
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  
Alternators .....OFF  
Fuel Valves ..... OFF

**EMERGENCY CHECKLIST  
PIPER TWIN COMANCHE**

**ELECTRICAL FAILURE**

AMMETER INDICATES BATTERY DISCHARGE:

**ALTERNATOR C/BS –CHECK**

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

**If Breakers not Popped – Reduce Electrical Load to Min.**

**If ALT Output Cannot be Maintained on at least One Alternator at  
Reduced Load -- Defective Alternator CB ..... PULL**

**IF BOTH Alternators 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**

**Alternator Circuit Breaker – (*Defective ALT*) ..... 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 ARM .....DISENGAGE and Push FULL  
FORWARD (*Approx. 135°*)**

**GEAR EXTENSION HANDLE.....UNSTOW – 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 FOR-  
WARD**

**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 / HARNESSSES ..... SECURED

THROTTLES ..... RETARD

PROPELLER CONTROLS..... FULL 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 RATE ..... REDUCE

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**

**EMERGENCY CHECKLIST  
PIPER TWIN COMANCHE**

**ENGINE FAILURE IN FLIGHT**

1. **AIRSPEED** ..... 105 MPH (Blue Line) Minimum
2. **MIXTURE** ..... Forward
3. **PROPS** ..... Forward
4. **THROTTLES**.. Full Power
5. **FLAPS** ..... Up
6. **GEAR** ..... Up
7. **Identify** ..... Dead Engine, Step on Ball
8. **Verify** ..... Retard Throttle on Dead Engine

**FIX or FEATHER ?**

**If Wind-milling prop - and ABOVE 2000 feet AGL...**

1. **Fix** by Turning ON Boost Pump and Changing Fuel Tanks
2. **Advance** power

**If no effect...**

**FEATHER:**

1. Throttle on Dead engine .....CLOSED
2. Mixture on Dead engine.....IDLE CUTOFF
3. Prop on Dead engine.....INTO FEATHER

**SECURE...**

1. Cowl Flaps..... Closed on dead engine
2. Mags .....OFF on dead engine
3. Boost Pumps .....OFF
4. Alternator .....OFF
5. PROP – Operating Engine ..... 2500 RPM

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**EMERGENCY CHECKLIST  
PIPER TWIN COMANCHE**

**TO UNFEATHER PROP**

1. **THROTTLE**..... OPEN FULL
  2. **PROP** ..... TO HIGH
  3. **MIXTURE** ..... FORWARD
  4. **MAGS** ..... ON
  5. **FUEL** .....ON
  6. **PRIME** .....5 Seconds/Boost Pump Off
  7. **MIXTURE** ..... IDLE CUTOFF
  8. **THROTTLE** ..... OFF
  9. **AIRSPEED**.....140-150 MPH
  10. **STARTER**.....ENGAGE
  - 11 **WHEN FIRING** and Out of Feather, Mixture Forward [Advance Throttle to 15"MAP to warm up]
  12. **ALTERNATOR** ..... ON
  13. **PROP** ..... 2500
1. *If unable to start in 10 seconds, let starter cool for 1 minute, then try again. Reprime if necessary.*

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## PIPER TWIN COMANCHE REVIEW

### GO AROUND

Propellers ..... FULL FORWARD  
Power ..... FULL  
Pitch ..... POS. CLIMB (10°)  
Landing Gear ..... RETRACT  
Airspeed ..... 105 MPH min.  
Flaps ..... RETRACT  
Climb Speed ..... 112 MPH  
POWER ----- SET 25/25 (*above 1000' AGL*)

### 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 -105mph) UP  
Climb Speed (*Clear of Obstacles*) -----  $V_y$  112mph  
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