



FIRSTLANDINGS

TECNAM P2006T

GENERAL INFORMATION

PRE-FLIGHT

TIME SENSITIVE

EMERGENCY

MANEUVERS GUIDE

TECNAM P2006T

CHECKLIST

[FLIGHT PLAN DESIGNATION IS "P06T"]

EMERGENCY CONTACT

The following are First Landings' emergency contact telephone numbers. We ask that you call the numbers in the order listed. In addition, please continue down the phone list until you reach someone. Please do not assume a voice message left on one of the numbers will be immediately received.

Office	(407) 886-7612
Jose Diaz Reyes	(407) 413-3330
Adam Valencic	(407) 557-7909

AIRCRAFT INFO:

Engine (2) Bombardier-Rotax 912S3

.... 4 cylinder horizontally opposed-twins with overall displacement of 1352cc, mixed cooling (water-cooled heads and air-cooled cylinders), twin carburetors, integrated reduction gear with torque damper

Rated HP 98.6hp BHP @ 5800 RPM (5min max)

Oil Type Synthetic 10W-40 or 20W-50 (Aeroshell SportPlus4)

Oil Capacity 3.0L

Propeller Constant Speed, Composite Laminar

Fuel..... 100LL or Auto Fuel 91 Octane or greater

.... Dual Tanks, 26.4 Gal (100L) Capacity/Side

.... 25.6 Gal total, 0.8 Gal unusable/side

Ignition Dual Ignition

.... solid state, breaker less, capacitive discharge, interference suppression system

Electrical 12 Volt DC

WARNING

Spins Prohibited

AIRCRAFT V SPEEDS & LIMITATIONS

KIAS

V_{MC}	62
V_R	65 (Flaps T/O) - 70 (Flaps Up) (Lighten nose)
V_Y	84
V_X	72
V_{Yse}	84
V_{xse}	83
V_{NE}	171
V_{NO}	138
V_A	122
V_{FE}	122 (T/O) 93 (FULL)
V_{LE}	122
V_{LO}	122
V_{S0}	53
V_{S1}	66
V_G	84 @ 2712lbs
Max demonstrated cross wind	17 Kts
Gross Weight	2712 lbs (1230kg)
Max ceiling (gross)	14,000'
Max SE ceiling	
Take-off run (@SL gross)	1050'
Landing run (@SL gross)	750'
Take-off run 50ft (@SL gross)	1350'
Landing run 50ft (@SL gross)	1100'

TECNAM P2006T

AIRCRAFT WEIGHT AND BALANCE

Weight & Balance Change

	Make	Tecnam
	Model	P2008T
	S/N	254/US
	Reg. #	N975GV
	W/O	

EQUIPMENT CHANGE - WEIGHT & BALANCE

Items: (Description / P/N / S/N)	Weight Pounds	Arm Inches	Moments Inch/Pounds
Previous Aircraft Empty Weight:	1883	18.1	34073.7
RH rear seat	-22	9.1	-200.2
RH front seat	22	-35	-770
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
			0
Totals	1883		33103.5

A. Old Empty Weight	1883 Pounds
B. Old Empty CG	18.1 Inches
C. Old Empty Weight CG Moment	34073.7 Inch/Pounds
D. Max Gross Weight	2712 Pounds
E. Old Useful Load	829 Pounds

A. New Empty Weight	1883 Pounds
B. New Empty CG	17.58019 Inches
C. New Empty Weight CG Moment	33103.5 Inch/Pounds
D. Max Gross Weight	2712 Pounds
E. New Useful Load	829 Pounds

This new weight & balance information supersedes all previous weight and balance data.
 For aircraft loading, see instructions in Weight & Balance Section of Aircraft Flight Manual.

Gary Marcotte	10/22/2020	3014091	A&P
Authorized Signature	Date	Cert#	Title

Notes:

RH seat was removed from rear and installed in front position

AIRCRAFT W&B CHART



WEIGHTS AND C.G.

C.G. position can be defined by means of the chart below.

The pilot is responsible for ensuring the correct useful load loading.

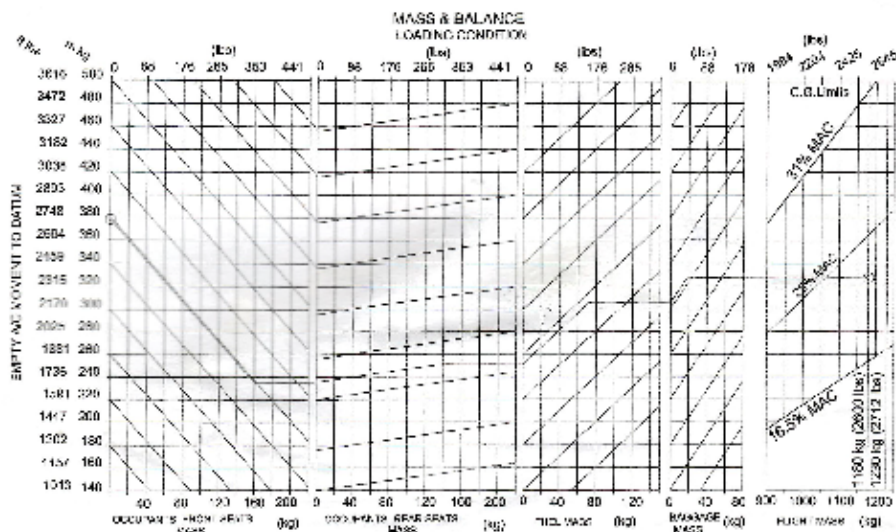


Figure 1

Example

A/C empty mass moment	378 kgm
A/C empty mass	790 kg
Occ. front seats	160 kg
Occ. rear seats	140 kg
Fuel	72kg
Baggage	18 kg
A/C T.O. weight	1180kg

PREFLIGHT INSPECTION

Preparation: Remove gust locks, Tie Down Ropes, Pitot Tube Cover, Other Plane Protection Items/Covers.

CABIN

- ⊗ Pilot Door / Cabin - Check Integrity
- ⊗ Documents - AROW
- ⊗ Ignition Switches - Off
- ⊗ Master - On
- ⊗ Hobbs - Check and Record
- ⊗ Fuel Quantity - Verify
- ⊗ Lights - On, Visually Check, Off
- ⊗ Strobe - On
- ⊗ Stall Horn - Check
- ⊗ Master - Off
- ⊗ Flight Controls - Free and Correct

EXTERIOR CHECK

- ⊗ Level Aircraft Wings
- ⊗ Left Main Gear - Inspect
- ⊗ Left Prop/Spinner - Inspect
- ⊗ Left Engine - Inspect

FIRST FLIGHT OF DAY (COLD)

- ⊗ Verify Coolant level

ALL FLIGHTS

- ⊗ Inlets / Exhaust
- ⊗ Radiators
- ⊗ Oil Level after “burb”
- ⊗ Gascolator
- ⊗ Verify all inspection doors closed
- ⊗ Left Fuel Tank
- ⊗ Left Leading Edge
- ⊗ Left Winglet
- ⊗ Left Aileron and balance mass
- ⊗ Left Flap and Hinges / ground wire
- ⊗ Left Static Port

WARNING

For Flight Safety, Pilot Should Verify Actual Fuel Quantity Visually in Tanks Before Takeoff.

EXTERIOR CHECK—Cont.

- ⊗ Antennas
 - ⊗ Gear Pump/Pressure (min. 20bar)
 - ⊗ Vertical and Horizontal
 - ⊗ Stabilator Leading Edge
 - ⊗ Fuselage Top and Bottom Skin
 - ⊗ Right Static Port
 - ⊗ Right Flap and Hinges / ground wire
 - ⊗ Right Aileron and balance mass
 - ⊗ Right Winglet
 - ⊗ Right Leading Edge
 - ⊗ Right Fuel Tank
 - ⊗ Right Engine - Inspect
- #### **FIRST FLIGHT OF DAY (COLD)**
- ⊗ Verify Coolant level
- #### **ALL FLIGHTS**
- ⊗ Inlets / Exhaust
 - ⊗ Radiators
 - ⊗ Oil Level after “burb”
 - ⊗ Gascolator
 - ⊗ Verify all inspection doors closed
 - ⊗ Right Prop/Spinner - Inspect
 - ⊗ Right Main Gear - Inspect
 - ⊗ Right Pass. Door - Check Integrity
 - ⊗ Right Pitot Tube
 - ⊗ Nose Landing Gear
 - ⊗ Left Pitot Tube

COCKPIT INSPECTIONS

- ⊗ Parking Brake - OFF
- ⊗ Seat - Adjust as Required
- ⊗ Seat Belts - Fastened
- ⊗ Passenger Brief
- ⊗ Doors - Closed before Engine Start
- ⊗ LND Gear - Check Down
- ⊗ Breakers - All In
- ⊗ Master Switch - On
- ⊗ Fuel QTY - Check

WARNING

For Flight Safety, Pilot Should Avoid Use of Parking Brake.

COCKPIT INSPECTIONS –Cont.

- ⊗ RH Fuel Selector - Right
- ⊗ LH Fuel Selector - Left
- ⊗ RH Fuel Pump - On/Verify/Off
- ⊗ LH Fuel Pump - On/Verify/Off
- ⊗ Annunciator Panel - Test
- ⊗ LNG Gear Lights - Test
- ⊗ ELT - Check Set To ARM
- ⊗ Fire Detector - Test
- ⊗ Pitch Trim - Test/Set to Neutral
- ⊗ Rudder Trim - Test/Set to Neutral
- ⊗ Engine Levers Friction - Adjust
- ⊗ Flight Controls - Free and Correct
- ⊗ Alt. Static Port - Closed
- ⊗ Cabin Heat - Closed
- ⊗ Flaps - Verify Extend/Retract
- ⊗ Engine Starting Bat. - min 12v

ENGINE START

- ⊗ Doors - Closed
- ⊗ All Avionics Switches - Off

RH ENGINE START

- ⊗ RH Throttle - IDLE
- ⊗ RH Carb Heat - OFF
- ⊗ RH Prop - Full Forward
- ⊗ RH Choke - As Required
- ⊗ RH Fuel Pump - On
- ⊗ Strobes - Verify On
- ⊗ RH Prop Zone - CLEAR
- ⊗ RH Ignition Switches - On
- ⊗ RH Start Button - Push
- ⊗ RH Oil Pressure - Check

WARNING

If Oil Pressure Doesn't Rise Within
10 Seconds, Shut Down Engine.

- ⊗ RH Throttle RPM - Min. 1000
- ⊗ RH Choke - Off
- ⊗ RH Field - On
- ⊗ RH Avionics - On

- ⊗ RH Crossbus - On
 - ⊗ RH Ammeter - Check Positive
 - ⊗ Volts - Check 12v - 14v
 - ⊗ RH Fuel Pump - Off
- ### LH ENGINE START
- ⊗ LH Throttle - IDLE
 - ⊗ LH Carb Heat - OFF
 - ⊗ LH Prop - Full Forward
 - ⊗ LH Choke - As Required
 - ⊗ LH Fuel Pump - On
 - ⊗ LH Prop Zone - CLEAR
 - ⊗ LH Ignition Switches - On
 - ⊗ LH Start Button - Push
 - ⊗ LH Oil Pressure - Check
 - ⊗ LH Throttle RPM - Min. 1000
 - ⊗ LH Choke - Off
 - ⊗ LH Field - On
 - ⊗ LH Avionics - On
 - ⊗ LH Crossbus - On
 - ⊗ LH Ammeter - Check Positive
 - ⊗ LH Fuel Pump - Off

CAUTION

If Engine Kicks Back During
Starting, Please Advise First
Landings.

BEFORE TAXI

- ⊗ NAV / TAXI Lights - On
- ⊗ Radios - On
- ⊗ Xponder - Standby
- ⊗ Seatbelts - Fastened
- ⊗ Headsets - On

WARNING

Ensure door warning lights are not illuminated.

TAXI

- ⊗ LH/RH Fuel Selector - As Req.
- ⊗ LH/RH Fuel Pressure - Monitor
- ⊗ Parking Brake - Off
- ⊗ Flight Instr. - Check
- ⊗ Engine Instr. - Check
- ⊗ Altimeter - Set Both/Crosscheck
- ⊗ Brakes - Test
- ⊗ Radio - Call
- ⊗ Control Stick - Wind Correction

ENGINE RUN-UP

- ⊗ Parking Brake - Off
- ⊗ RH Fuel Selector - Right
- ⊗ LH Fuel Selector - Left
- ⊗ LH/RH Fuel Pressure - Check
- ENGINE PARAMETERS CHECK**
- ⊗ Oil Temp - 122F/50C Min.
- ⊗ Coolant Temp - 50C Min.
- ⊗ Oil Pressure - .8 - 5 Bar
- ⊗ Fuel Pressure - 2.2 - 5.8 PSI
- ⊗ LH/RH Generator Lights - Off

CAUTION

It's Critical There Is a Firm Understanding Of Who Will Be PIC During An Engine Failure Situation

ENGINE RUN-UP CONT.

- ⊗ LH/RH Prop Levers - Full Forward
- ⊗ LH/RH Throttle Levers - 1700RPM
- ⊗ RH Ignition Switches - Check
- ⊗ LH Ignition Switches - Check

Note

RPM Drop with Single ignition must not exceed 130rpm ; max difference 50rpm.

Note

Do Not cause propeller speed to drop below 1150rpm in any case.

- ⊗ RH Propeller Lever - Check
 - ⊗ Smoothly Reduce RPM to 1200rpm
 - ⊗ Increase Lever to Full Forward
 - ⊗ Repeat 3 times
 - ⊗ Verify governor firmly controls RPM
 - ⊗ Verify 1700rpm restored at full forward
- ⊗ LH Propeller Lever - Check
 - ⊗ Smoothly Reduce RPM to 1200rpm
 - ⊗ Increase Lever to Full Forward
 - ⊗ Repeat 3 times
 - ⊗ Verify governor firmly controls RPM
 - ⊗ Verify 1700rpm restored at full forward
- ⊗ RH Carb Heat - Cycle
- ⊗ LH Carb Heat - Cycle
- ⊗ RH Engine Instruments - Check
- ⊗ LH Engine Instruments - Check
- ⊗ LH/RH Fuel Quantity - Check
- ⊗ Trims - Set to Neutral
- ⊗ Flaps - Set to T/O
- ⊗ Flight Controls - Free and Correct
- ⊗ Seatbelts - Check
- ⊗ Doors - Closed

BEFORE TAKEOFF

- ⊗ Parking Brake - Off
- ⊗ Annunciator Panel - Check
- ⊗ RH Fuel Selector - Right
- ⊗ LH Fuel Selector - Left
- ⊗ Pitot Heat - As Required
- ⊗ Transponder - ALT
- ⊗ Compass/Heading - Crosscheck

TAKEOFF / CLIMB

- ⊗ Landing Light - On
- ⊗ LH/RH Fuel Pumps - On
- ⊗ LH/RH Carb Heat - Off
- ⊗ LH/RH Props - Full Forward
- ⊗ Brakes - Hold
- ⊗ LH/RH Throttles - 1700RPM
- ⊗ Engine Instr. - Verify
- ⊗ Brakes - Release
- ⊗ LH/RH Throttles - Full Forward
- ⊗ V_R - 65kts (Lighten Nose Wheel)
- ⊗ Accelerate - V_{Yse}
- ⊗ LND Gear - + Rate of Climb Up
- ⊗ Flaps - 400' Up Position

CAUTION

Max T/O power must be limited to 5 mins

- ⊗ LH/RH Props - 2200RPM
- ⊗ LH/RH Fuel Pumps - Off over 1000'

ENGINE FAILURE BREIF

Engine Failure During Takeoff Roll Before Rotation

- ⊗ Throttle - Idle
- ⊗ Brakes - Full Stop

Engine Failure After Takeoff with No Remaining Runway

- ⊗ Propellers - Full
- ⊗ Throttles - Full
- ⊗ LND Gear - Retract
- ⊗ Flaps - Retract
- ⊗ Attitude - Reduce to keep
airspeed over V_{MC} 62kts
- ⊗ Identify Failed Engine
- ⊗ Feather Failed Engine Prop
- ⊗ Airspeed - V_{Yse}

CRUISE

- ⊗ Power Setting - Ref.
Performance Charts
- ⊗ Engine Gauges - Check
- ⊗ Lights - As Needed
- ⊗ Fuel Balance - Check

CAUTION

Check Fuel Gauges Frequently
To Prevent Fuel Starvation.

DESCENT

- ⊗ Seat Belts - Secure
- ⊗ Landing Light - On
- ⊗ LH/RH Fuel Pump - On
- ⊗ Fuel Selectors - Verify Both On
- ⊗ Downwind - 122kts
- ⊗ Flaps - T/O
- ⊗ LND Gear - Down (Check 3 green)
- ⊗ LND Gear Pump - OFF
- ⊗ LH/RH Props - Full Forward
- ⊗ LH/RH Carb Heat - Off

LANDING

- ⊗ Base Leg - 95kts
- ⊗ LND Gear - Check down
- ⊗ Final Approach - 70kts
- ⊗ Touchdown Spd - 65kts

GO AROUND

- ⊗ LH/RH Props - Full Forward
- ⊗ LH/RH Throttles - Full Power
- ⊗ Flaps - T/O
- ⊗ Airspeed - V_{Yse}
- ⊗ LND Gear - + Rate of Climb Up
- ⊗ Flaps - 400' Up Position

POST LANDING CHECK

- ⊗ Runway - Clear
- ⊗ Radio Call - Clear
- ⊗ LH/RH Fuel Pump - Off
- ⊗ Flaps - Up
- ⊗ Pitot Heat - Off
- ⊗ Transponder - STBY
- ⊗ Trim - Set to Neutral
- ⊗ Lights - Landing/Nav (As needed)

SECURING AIRCRAFT

- ⊗ Parking Brake - As Required
- ⊗ Lights - Off (Strobe ON)
- ⊗ Avionics - Off
- ⊗ LH/RH Avionics - Off
- ⊗ LH/RH Crossbus - Off
- ⊗ LH/RH Field - Off
- ⊗ All Black Switches - Off
- ⊗ Engine at lowest RPM
- ⊗ LH/RH Ignition - Off
- ⊗ Master - Off
- ⊗ Hobbs - Record
- ⊗ # Landings - Record

Note

Confirm Oil pressure at 0 bar before opening door.

- ⊗ Protective Covers - Install
- ⊗ Wheel Chocks
- ⊗ Doors - Closed and latched

LANDING WITH A FLAT NOSE TIRE

- ⊗ Pre-landing checklist..... COMPLETE
- ⊗ Approach NORMAL
- ⊗ Flaps FULL
- ⊗ Land and maintain aircraft NOSE HIGH attitude as long as possible

LANDING WITH A FLAT MAIN TIRE

- ⊗ Pre-landing checklist..... COMPLETE
- ⊗ Approach NORMAL
- ⊗ Flaps FULL
- ⊗ Directional Control..... MAINTAIN
- ⊗ Land the airplane on the opposite side of runway to the side with the defective tire to compensate for change in direction, which is to be expected during final rolling.
- ⊗ Touchdown with the GOOD TIRE FIRST and hold flat tire off the ground as long as possible.

TRIM FAILURE

- ⊗ Fuses/Breakers CHECK
- ⊗ LH/RH Switch..... CHECK
- ⊗ Airspeed Adjust to control without excessive force
- ⊗ Seat Belts..... CHECK
- ⊗ LAND AS SOON AS PRACTICAL

EMERGENCY PROCEDURES

Emergency procedures shown in bold faced type are immediate action items which should be committed to memory.

ENGINE FAILURE DURING TAKEOFF ROLL

- ⊗ Throttle - IDLE
- ⊗ Brakes - **APPLY AS NEEDED**
- ⊗ Ignition Switches - OFF
- ⊗ Master Switch - OFF
- ⊗ Fuel Selector Valves - OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

NOSE DOWN!

- ⊗ Propellers - Full
- ⊗ Throttles - Full
- ⊗ LND Gear - Retract
- ⊗ Attitude - Reduce to keep airspeed over V_{MC} 62kts
- ⊗ Identify Failed Engine
- ⊗ Feather Failed Engine Prop
- ⊗ Airspeed - V_{Yse} 84kts

ENGINE ROUGHNESS OR RPM LOSS

- ⊗ Throttle - CHECK
- ⊗ Propeller - Check
- ⊗ Carb Heat - Check
- ⊗ Fuel Pump - Check
- ⊗ Engine Gauges - CHECK
- ⊗ Fuel Quantities - CHECK
- ⊗ Fuel Valve - Crossfeed

If Roughness Continues Land As Soon As Possible

ENGINE FAILURE DURING FLIGHT

- ⊗ Propellers - Full
- ⊗ Throttles - Full
- ⊗ Identify/Verify Failed Engine
- ⊗ Troubleshoot if altitude allows
- ⊗ Feather Failed Engine Prop
- ⊗ Airspeed - V_{Yse} 84kts
- ⊗ Complete Engine Restart Checklist

Inflight Engine Restart

- ⊗ Carb Heat - On
- ⊗ Fuel Pump - On
- ⊗ Fuel Quantity - Check
- ⊗ Cross feed - If Required
- ⊗ Field - Off
- ⊗ Ignition - Both On
- ⊗ Throttle - Idle
- ⊗ Prop - Full Forward
- ⊗ Start Button - Push
- ⊗ Prop Lever - Set as required
- ⊗ Field - On
- ⊗ Throttle Levers - Set as required

Engine Securing

- ⊗ Throttle Lever - Idle
- ⊗ Ignition - Off
- ⊗ Propeller Lever - Feather
- ⊗ Fuel Selector - Off
- ⊗ Fuel Pump - Off
- ⊗ Field - Off
- ⊗ Land as soon as practical

LOW OIL PRESSURE

- ⊗ Oil Temp - CHECK
- ⊗ Above Green or Rising; Secure affected engine.
- ⊗ Land as soon as practical

SINGLE ENGINE LANDING

- ⊗ Secure INOP engine
- ⊗ Approach Checklist Complete
- ⊗ Maintain Slightly Higher Pattern
- ⊗ Final Approach Speed >84kts
- ⊗ Avoid Steep Turns
- ⊗ Lower Gear when Field Assured
- ⊗ Takeoff Flaps when Committed to Land

DUAL ENGINE OUT LANDING

- ⊗ Airspeed - 84 knots Flaps Up
- ⊗ Props - Feather
- ⊗ Fuel Selectors - Off
- ⊗ Ignition - Off
- ⊗ Seatbelts/ - Secure
- ⊗ Flaps - As required
- ⊗ Gear - when landing assured - Down (Up if Very Rough or Soft Terrain)
- ⊗ Declare Emergency - (TWR, APP, Unicom 121.5)
- ⊗ Master - Off
- ⊗ Door - Unlatch (Prior to Touchdown)

ENGINE FIRE DURING START

- ⊗ Electric Fuel Pump - Off
- ⊗ Ignition Switches - Off
- ⊗ Starter - Continue Cranking Engine
- ⊗ Throttle - Open
- ⊗ Fuel Selectors - Off
- ⊗ Battery/Alternators - Off
- ⊗ Operating Engine - Shutdown
- ⊗ Evacuate/(Fire Extinguisher) - Use

EMERGENCY DESCENT

- ⊗ Throttles - Closed
- ⊗ Props - Full Forward
- ⊗ Airspeed - 122 KIAS
- ⊗ Gear - Down

If IMC consider 45 degree turn off of airway

ENGINE FIRE IN FLIGHT

- ⊗ Fuel Boost Pump - Off
- ⊗ Fuel Selector - Off to Affected Engine
- ⊗ Throttle - Closed
- ⊗ Prop - Feather
- ⊗ Ignition Switches - Off to Affected Engine
- ⊗ Heater/Defroster - Off
- ⊗ Alternator - Off
- ⊗ Airspeed - increase as needed to extinguish fire
- ⊗ Land - Immediately

EMERGENCY LNG GEAR EXT.

- ⊗ Trouble Shoot First (Circuit Breaker Check, Lights Check)
- ⊗ Airspeed - <122 KIAS
- ⊗ Landing Gear Handle - Down
- ⊗ Access Door - Remove
- ⊗ RH Control Lever - Rotate 90 degrees left

WAIT 20 SECONDS

- ⊗ LH Control Lever - Rotate 90 degrees left

TOTAL ELECTRICAL FAILURE

Dual Alternator Failure

- ⊗ 1. LH and RH Field - Both Off
- ⊗ 2. LH and RH Field - Both ON

(If alternators do not come on turn off both fields and both cross buses (protects battery). *If an electrical system overall failure prevents flaps operation: landing distance increases about 25%.*

Battery power is good for at least 30 minutes.

Then use Emergency Switch to extend.

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FLIGHT PROCEDURES AND MANEUVERS

PRE-TAKEOFF BRIEFING

If an engine fails prior to rotation, I will close both throttles immediately and stop straight ahead. If inadequate runway remains to stop, I will close both throttles; apply maximum brakes, master switch off, fuel selectors off, maneuver to avoid obstacles.

If an engine fails after liftoff with gear down with any airspeed below 80 knots, I will close both throttles and land straight ahead.

If engine failure occurs after rotation with gear up and an airspeed of 84 knots has been attained I will maintain blue line and directional control, props, throttles full forward, flaps up, gear up, identify with dead foot, verify by closing throttle, feather prop. I will evaluate performance and if able to climb will fly the pattern and use the "engine securing" checklist or if unable to climb, land straight ahead avoiding obstacles.

FLIGHT PROCEDURES AND MANEUVERS

Takeoffs and Climbs

A. Normal Takeoff and Climb

Call out and airspeeds

1. Power Set, Gauges Check, Airspeed alive
2. Vmc—62 knots
3. Vr—65 or 70 knots
4. Vyse—84 knots

Rotate 64 knots (flaps TO) 70 knots (Flaps Up)

Accelerate to 84 knots blue line

Gear up (Positive Rate)

400 AGL or clear of obstacles – Flaps Up

Hold 85 knots until reaching 1000 ft. or safe altitude

Climb procedures after reaching 1000 ft.

(Throttles) 27" or less

(Props) 2250 RPM (just out of yellow)

Cruise Climb 95—105 knots

Electric Fuel Pumps.....Off – one at a time

Lights as Required

Cruise Checklist Complete

B. Short—field Takeoff (0 Flaps) – Also recommended for high density altitude TO with adequate runway length.

When a short—field effort is required and the situation presents a wide margin of obstacle clearance, the safest short—field technique is to use 0 flaps.

Check performance charts

Stabilator trim takeoff range (Slightly nose up)

Use all available runway

Hold Brakes

Full Power

Rotate 70 KIAS

Gear Up Positive Rate

Accelerate to 84 Knots (Vyse) Blue Line

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FLIGHT PROCEDURES AND MANEUVERS

C. Short—field Takeoff (15° Flaps)

When shortest possible ground roll and greatest clearance distance over a 50 ft. obstacle is desired, use 15° flaps (TO position).

Check Performance Charts

15° Flaps

Stabilator trim slightly nose up

Use all Available Runway

Hold Brakes

Full Power

Rotate 64 knots

Gear Up—Positive Rate

Climb 78 KIAS V_x (flaps TO) until clear of obstacles

Flaps up and maintain > 84 knots (blue line)

D. Cruise Procedures (Slow Cruise)

22 in. MP

1900—2200 RPM

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FLIGHT PROCEDURES AND MANEUVERS

C. Power Off Stall

Entry

90 ° Clearing Turns
Engine Instruments Check
Props FULL FORWARD
Pumps ON
Throttle 15" MP
<122 KTS Flaps T/O
<122 KTS Gear DOWN
<93 KTS Flaps FULL
Slow Approach Speed 71KIAS
Throttle—IDLE & pitch up to maintain altitude & stall. Optimum to reduce speed 1 KT/Sec.

Recovery

Back Pressure reduce Nose to horizon
Power MAX
Flaps – 3 sec up Takeoff Position
With flying speed Initiate slow climb
Gear UP w/positive rate
Flaps UP
Establish climb @ (84 knots)
Cruise Configuration/Checklist

D. Power On Stall

Entry

90° Clearing Turns
Engine Instruments CHECK
Props FULL FORWARD
Pumps ON
Throttle 15" MP
<122 KTS Flaps T/O
Slow towards 70 KTS
Throttle 20" MP & pitch up to stall

Recovery

Back Pressure Release Nose to Horizon
Power MAX
Flaps Verify @ T/O or up
Accelerate Vy (84 KTS)
Cruise Configuration/Checklist

FLIGHT PROCEDURES AND MANEUVERS

Performance Maneuvers, Slow Flight and Stalls

E. Vmc Demo (perform w/gear up /flaps T/O)

Entry

90° Clearing Turns	
Engine Instruments	Check
Props	Full Forward
Pumps	ON
Throttles	15" MP
<122 KTS	Flaps T/O
Establish	V _{YSE}
Throttle Idle on inop. Engine; Full on good engine	
Bank	3—5° into good engine
Ball Half Out	
Pitch up slowly 1 knot per second	

Recovery

Imminent Stall, full rudder, or loss of directional control	
Nose	Down
Power	Reduce on good engine to regain direction control
Airspeed	V _{YSE} 84 Kias
Bank	3—5° into good engine
Ball Half out	
Return power to good engine	
Climbing – Cruise	Configuration/Checklist

TECNAM P2006T
FLIGHT PROCEDURES AND MANEUVERS

F. Drag Demo

Use of engine out best rate of climb speed

Entry

90° Clearing Turns	
Engine Instruments	Check
Props	FULL FORWARD
Pumps	ON
Power	15" MP
Slow to VYSE	84 KIAS

Throttle on inop engine to 15" MP, full power on good engine, prop on inop. engine to 2200 RPM

Establish zero side slip (Bank 3—5°, ball half out)

At zero sideslip Stabilize at 84 knots and note rate of climb

At zero sideslip Stabilize at 74 knots and note rate of climb

At zero sideslip Stabilize at 94 knots and note rate of climb

Effects of airplane configuration on engine out performance

Continue config above

Gear Down stabilize at 84 Kts and note rate of climb

Extend flaps gradually stabilize at 84 Kts and note rate of climb

Gear Up stabilize at 84 Kts and note rate of climb

Flaps up gradually stabilize at 84 kts and note rate of climb

Reduce throttle on inop. Engine to Idle (windmilling).

Stabilize at 84 knots and note rate of climb

Recovery

Cruise configuration/Checklist

FLIGHT PROCEDURES AND MANEUVERS

Performance Maneuvers, Slow Flight and Stalls

G. Emergency Descent

90° Clearing Turns	
Engine Instruments	Check
Propellers	2200 RPM
Throttles	Idle
Airspeed	122 Knots
Landing Gear	Down

H. Engine out procedures

MAINTAIN DIRECTIONAL CONTROL AND Vyse!

Props, Throttles	FULL forward
Flaps	UP
Gear	UP
Identify	(dead foot, dead engine)
Verify	(Slowly retard throttle)
Troubleshoot	(Check gauges) if altitude allows
Feather	Prop to Feather Position
Establish zero sideslip (ball ½ out to side of good engine, bank 3—5° into good engine)	

Maintain directional control and Vyse!

Secure dead engine (Use Checklist)

***If at cruise altitude, do not automatically shut
down engine, use checklist and troubleshoot**

TECNAM P2006T

Approach and Landing

Decent / In Range:

Propellers 2250 RPM
Altimeter setting
Fuel Pumps Both ON

The Decent/In Range checklist should be completed prior to entering downwind or the IAF.

Downwind:

Slow to 110 knots prior to entering downwind
Midfield Flaps to Takeoff Position.
Extend Gear
Descend out of 1000 AGL at 85—90 knots

Base:

On base leg maintain 85—90 knots

Final:

Flaps to 40 degrees (FULL) and slow to 70 knots
Aircraft should be stabilized in landing configuration by 500 feet AGL VFR or IFR

Normal Landing:

Full flaps and partial power until shortly before touchdown
Hold nose up as long as possible

Short—field Landing:

Approach with full flaps at 70 knots.
Immediately after touchdown, raise the flaps
Back pressure and max brakes without locking wheels

Strong Crosswind or Gusty Wind Landing:

Approach with higher than normal speed
15° flaps, if runway length is not an issue
Add ½ gust factor, no more than 10 knots total

No Flap Landing:

Airspeed 84 knots
Control altitude with throttle
Land first one third of runway

Do not allow yourself to get low, or *flat* on final.

FLIGHT PROCEDURES AND MANEUVERS

Instrument Approach Power Settings and Procedures

Precision:

2 engines – “____” MP from GS intercept to DH

Flaps Takeoff Position (at 1 dot)

Gear—down Airspeed 122 knots.

1 engine—Power as required to maintain airspeed and GS. Gear down at GS intercept. Flaps takeoff when runway assured

Non-Precision:

2 engines— “____” MP from FAF to MDA. Flaps then gear down 1 mile from final approach fix.

1 engine— “____” MP from FAF to MDA, then power as required to maintain MDA. Gear the flaps when runway is assured.

On any single engine circling approach, the gear should not be lowered until landing is assured.

All approaches will be flown at 90 knots during the final approach segment.

Holding patterns will be flown at “____”MP and ____ knots.

