



*Piper Aztec PA-23F Reference Checklist*

SYMBOL	SPEED	KIAS
<b>V<sub>SO</sub></b>	Stalling Speed (landing configuration)	55
<b>V<sub>S</sub></b>	Stalling Speed (clean)	61
<b>V<sub>MC</sub></b>	Minimum Controllable Airspeed	64
<b>V<sub>SSE</sub></b>	Minimum Intentional Single Engine	80
<b>V<sub>X</sub></b>	Best Angle of Climb	89
<b>V<sub>XSE</sub></b>	Best Angle, Single Engine	83
<b>V<sub>Y</sub></b>	Best Rate of Climb	103
<b>V<sub>YSE</sub></b>	Best Rate of Climb, Single Engine	88
<b>V<sub>FE</sub></b>	Maximum Flaps Extended Speed:	
	¼ Flaps	141
	½ Flaps	123
	Full Flaps	108
<b>V<sub>LE</sub></b>	Landing Gear Extended	132
<b>V<sub>LO</sub></b>	Landing Gear Operating	132
<b>V<sub>A</sub></b>	Maneuvering Speed	131
<b>V<sub>NO</sub></b>	Maximum Structural Cruise Speed	175
<b>V<sub>NE</sub></b>	Never Exceed Speed	221

Max Demonstrated Crosswind Component      12 knots

**AIRCRAFT WEIGHTS**

**Maximum Weight**

Takeoff.....**5,200 LBS**  
 Landing.....**4,940 LBS**

- Basic Empty Weight.....**3,318 LBS**
- Max Useful Load.....**1,882 LBS**
- Payload (Full Fuel).....**819 LBS**

**FUEL SYSTEM**

**Fuel Capacity:**

Total Capacity.....**184 Gallons**  
 Total Usable.....**177.2 Gallons**  
 Total Usable Each Outboard.....**54.3 Gallons**  
 Total Usable Each Inboard.....**34.3 Gallons**

**AIRCRAFT INFO**

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<b>CABIN PREFLIGHT INSPECTION</b>		<b>PREFLIGHT</b>
Hobbs Meter.....	CHECK	
Fire Extinguisher.....	PRESSURIZED	
Alternate Static Source.....	CLOSED	
ELT.....	AUTO	
Avionics Switch.....	OFF	
Circuit Breakers.....	IN	
Electrical Equipment.....	ALL OFF	
Alternator Switches.....	ON	
Fuel Selectors.....	CHECKED AND SET	
Gear Selector.....	DOWN	
Master Switches.....	ON	
Gear Lights.....	3 GREEN	
Fuel Quantity.....	ADEQUATE	
Crossfeed.....	DRAINED	
Fuel Pumps.....	CHECKED AND OFF	
Cowl Flaps.....	OPEN	
Alternator Inop. Lights.....	CHECK ON	
Master Switch.....	OFF	
Wing Flaps.....	CHECK BY HAND PUMP	
Magneto Switches.....	OFF	
Mixtures.....	IDLE CUT-OFF	
Trim.....	NEUTRAL	
Controls.....	FREE AND CHECKED	
Emergency Exit.....	SECURE	
Parking Brake.....	SET	

<b>OUTSIDE CABIN PREFLIGHT INSPECTION</b>	
Rear Baggage Door.....	CHECK
Fuselage and Antennas.....	CHECK
Crossfeed Drain.....	NO DRIP
Right Wing, Flap, Aileron.....	CHECK
Right Tie Down.....	UNTIED
Fuel Caps.....	CHECK QUANTITY AND SECURE
Right Gear.....	CHECK, CHOCK REMOVED
Right Fuel Drains.....	DRAIN THREE
Right Engine.....	EXAMINE & CHECK OIL
Right Propeller & Spinner.....	CHECK
Windshield.....	CHECK
Nose Gear.....	CHECK, CHOCK REMOVED
Nose Baggage Door.....	CHECK
Nose.....	CHECK
Left Wing, Flap, Aileron.....	CHECK
Left Tie Down.....	UNTIED
Fuel Caps.....	CHECK QUANTITY AND SECURE
Left Gear.....	CHECK, CHOCK REMOVED
Left Fuel Drains.....	DRAIN THREE
Left Engine.....	EXAMINE & CHECK OIL
Left Propeller & Spinner.....	CHECK
Stall Warning Sensor.....	CHECK
Pitot Tube & Heater.....	CHECK, CLEAN STATIC PORTS
Empennage.....	CHECK & FEEDOM OF MOVEMENT
Tail Tie Down.....	UNITED
Lights.....	CHECK
Prop Heaters.....	CHECK
Windscreen Heater.....	CHECK

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<b>PREFLIGHT PREPARATION</b>	
Required Documents.....	<b>IN AIRPLANE</b>
Weight & Balance.....	<b>WITHIN ENVELOPE</b>
Performance.....	<b>COMPUTED AND SAFE</b>

**STARTING**

<b>BEFORE STARTING ENGINE</b>	
Preflight Inspection.....	<b>COMPLETE</b>
Keys.....	<b>LOCATED</b>
Entrance Door.....	<b>LOCKED</b>
Auxiliary Latch.....	<b>ENGAGED</b>
Seats.....	<b>ADJUSTED &amp; LOCKED</b>
Seat Belts & Harnesses.....	<b>FASTENED</b>
Parking Brake.....	<b>SET</b>
Circuit Breakers.....	<b>CHECK</b>
Alternators.....	<b>ON</b>
Electrical Switches.....	<b>AS REQUIRED</b>
Fuel Pumps.....	<b>OFF</b>
Fuel Selectors.....	<b>ON</b>
Crossfeed.....	<b>OFF</b>
Cowl Flaps.....	<b>OPEN</b>
Master Switch.....	<b>ON</b>
Gear Lights.....	<b>CHECK</b>
Door Ajar Lights.....	<b>OUT</b>
Mixture Controls.....	<b>IDLE CUT-OFF</b>
Gear Handle .....	<b>DOWN</b>

<b>STARTING ENGINES</b>	
<b><i>IF Engines are Hot, Omit Priming</i></b>	
Anti Collision Light.....	<b>ON</b>
Throttle Control.....	<b>OPEN 1"</b>
Propeller Control.....	<b>FORWARD</b>
Fuel Pump.....	<b>ON</b>
Mixture.....	<b>RICH UNTIL FF INDICATED THEN OFF</b>
Magneto Switches.....	<b>ON</b>
Propellers.....	<b>CLEAR</b>
Starter.....	<b>ENGAGE</b>
Mixture.....	<b>ADVANCE AS ENGINE FIRES</b>
Oil Pressure.....	<b>CHECK</b>
Vacuum.....	<b>CHECK</b>
Alternator.....	<b>CHECK OUTPUT</b>
Gear Handle .....	<b>CHECK NEUTRAL</b>
Flaps.....	<b>CHECK UP</b>
<b><i>Repeat Above for Second Engine</i></b>	
Fuel Pumps.....	<b>OFF</b>
Mixtures.....	<b>LEAN FOR TAXI</b>

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<b>BEFORE TAXI</b>	
Lights.....	AS REQUIRED
Radios.....	ON & SET
Flight Instruments.....	CHECKED & SET
Crossfeed.....	CHECK & OFF
Fuel Selectors.....	SWITCH TANKS
Parking Brake.....	OFF
Brakes.....	CHECK
Transponder.....	(CODE) & ALT

<b>ENGINE RUN-UP (LEFT THEN RIGHT)</b>	
1. Parking Brake.....	SET
2. Cabin Heater.....	CHECK/SET
3. Engine Instruments.....	CHECK
4. Mixtures.....	FULL RICH
5. Propellers.....	FULL HIGH RPM
6. Throttle.....	SET AT 1500 RPM
7. Alternate Air.....	CHECKED
8. Feathering.....	CHECK (500 MAX RPM DROP)
9. Throttle.....	SET AT 2200 RPM
10. Propeller Control.....	EXERCISE (300 MAX RPM DROP)
11. Magnetos.....	(MAX 175 RPM drop, 50 RPM difference)
12. Engine Instruments.....	CHECK
13. Alternator.....	CHECK OUTPUT
14. Vacuum.....	CHECK
15. Throttle.....	CHECK IDLE, (500 RPM MIN) SET 1000 RPM

**RETURN TO #7 FOR RIGHT ENGINE**

**GROUND OPERATIONS**

<b>BEFORE TAKEOFF</b>	
Seats and Seat Belts/Shoulder Harness.....	SECURE
Avionics.....	CHECKED & SET
Autopilot.....	CHECKED & OFF
Flight Instruments.....	CHECKED & SET
Fuel Selectors.....	ON, CROSSFEED OFF
Cowl Flaps.....	OPEN
Mixture and Propellers.....	FULL FORWARD
Quadrant Friction.....	SET
Flight Controls.....	CHECKED
Electric Trim.....	CHECKED AND ON
Trim.....	SET (PITCH AND YAW)
Wing Flaps.....	(CHECK VISUALLY) SET 0°
Door.....	LOCKED
Crew Briefing.....	COMPLETE
Fuel Pumps.....	ON
Icing Equipment.....	SET
Landing Lights.....	ON
Strobe Lights.....	ON

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**TAKE OFF**

Throttles.....**FULL FORWARD**  
 Power and Airspeed.....**CHECK**  
 Rotate.....**AT 64 KIAS MIN**  
**(SPEED SHOUD BE DETERMINED PRIOR TO FLIGHT)**  
 Landing Gear.....**RETRACT**  
**POSITIVE RATE + NO USEABLE RUNWAY REMAINING**  
 Accelerate to Climb Speed.....**AS COMPUTED**

**CLIMB**

Power.....**SET**  
 Engine Instruments.....**MONITOR**  
 Cowl Flaps.....**AS REQUIRED**  
 Fuel Pumps.....**OFF**  
 Landing Light.....**SET**  
 Taxi Light.....**OFF**  
 Best Rate of Climb Airspeed.....**AS Computed**

**FLIGHT OPERATIONS**

**CRUISE**

Power.....**SET**  
 Mixtures.....**LEAN**  
 Cowl Flaps.....**SET**  
 Fuel Selectors.....**SET**  
 Engine Gauges.....**MONITOR**

**DESCENT**

Mixtures.....**ENRICH WITH DESCENT**  
 Power.....**SET**  
 Defroster.....**ON (IF REQUIRED)**  
 Altimeter.....**SET**

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<b>APPROACH CHECK</b>	
Landing Light.....	<b>ON</b>
Seats, Seatbelts, & Shoulder Harnesses.....	<b>SECURE</b>
Fuel Pumps.....	<b>ON</b>
Mixtures.....	<b>SET</b>
Fuel Selectors.....	<b>ON – FULLEST CELLS</b>
Crossfeed.....	<b>OFF</b>
Cowl Flaps.....	<b>AS REQUIRED</b>
Wing Flaps.....	<b>SET</b>
Heater.....	<b>SET</b>

<b>BEFORE LANDING</b>	
Landing Gear.....	<b>DOWN, 3 GREEN</b>
Mixtures.....	<b>FULL RICH</b>
Propellers.....	<b>FULL FORWARD</b>
Flaps.....	<b>SET</b>

<b>GO-AROUND</b>	
Propellers.....	<b>FULL INCREASE RPM</b>
Throttles.....	<b>FULL FORWARD</b>
Wing Flaps.....	<b>RETRACT IN STEPS</b>
Landing Gear.....	<b>RETRACT</b>
Cowl Flaps.....	<b>SET FOR COOLING</b>

**FLIGHT OPERATIONS**

<b>AFTER LANDING / BEFORE TAKEOFF</b>	
<b><u>Use only for taxi-back to takeoff immediately following landing without a shutdown in between</u></b>	
Fuel Selectors.....	<b>SET</b>
Engine Gauges.....	<b>CHECKED</b>
Cowl Flaps.....	<b>OPEN</b>
Mixture and Propellers.....	<b>FULL FORWARD</b>
Wing Flaps.....	<b>(CHECK VISUALLY) SET 0°</b>
Trim.....	<b>SET (PITCH AND YAW)</b>
Door.....	<b>LOCKED</b>
Crew Briefing.....	<b>COMPLETE</b>
Fuel Pumps.....	<b>ON</b>
Landing Lights.....	<b>ON</b>

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<b><u>AFTER LANDING</u></b>	
Flaps.....	<b>RETRACT</b>
Cowl Flaps.....	<b>OPEN</b>
Fuel Pumps.....	<b>OFF</b>
Landing Light.....	<b>OFF (AS REQUIRED)</b>
Taxi Light.....	<b>AS REQUIRED</b>
Propeller Controls.....	<b>FORWARD</b>
Heater.....	<b>FAN</b>

<b><u>SHUTDOWN</u></b>	
Parking Brake.....	<b>SET</b>
Heater.....	<b>OFF</b>
Non-Essential Electrical.....	<b>OFF</b>
Avionics.....	<b>OFF</b>
Magnetos.....	<b>CHECK GROUND</b>
Mixture (1 <sup>st</sup> Eng. Started).....	<b>IDLE CUT-OFF</b>
Flaps.....	<b>CYCLE</b>
Mixture (2 <sup>nd</sup> Eng. Started).....	<b>IDLE CUT-OFF</b>
Magnetos.....	<b>OFF</b>
Lights.....	<b>OFF</b>
Master Switch.....	<b>OFF</b>
Parking Brake.....	<b>RELEASE</b>
Controls.....	<b>SECURE WITH SEATBELT</b>
Cabin Door.....	<b>LOCKED</b>
Tiedown Chains.....	<b>SECURE/TIGHT</b>

**AFTER LANDING**

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**ENGINE SECURING PROCEDURE  
(FEATHERING PROCEDURE)**

Throttle.....**CLOSE**  
 Propeller.....**FEATHER (1000 RPM Min)**  
 Mixture.....**IDLE CUT-OFF**  
 Cowl Flaps.....**CLOSE**  
 Magneto Switches.....**OFF**  
 Fuel Pump.....**OFF**  
 Fuel Selector.....**OFF**  
 Alternator Switch.....**OFF**  
 Trim.....**AS REQUIRED**  
 Electrical Load.....**REDUCED**  
 Crossfeed.....**CONSIDERED**

**ENGINE FAILURE**

**ENGINE FAILURE DURING TAKEOFF (BELOW 64 KIAS)**

If sufficient runway remains for a safe stop

Throttles.....**CLOSE IMMEDIATELY**  
 Brakes.....**AS REQUIRED**  
 Stop straight ahead

If insufficient runway remains for a safe stop

Throttles.....**CLOSE IMMEDIATELY**  
 Mixtures.....**IDLE CUTOFF**  
 Master Switch.....**CLOSE**  
 Fuel Selectors.....**OFF**  
 Magneto Switches.....**OFF**

Maintain directional control and maneuver to avoid obstacles

**ENGINE FAILURE DURING TAKEOFF  
(BETWEEN 64 KIAS AND 83 KIAS)**

PRIOR to Initiating Takeoff roll, Decide whether to abort or continue in this situation.

If abort.....**FOLLOW ABOVE PROCEDURES**  
 If continue.....**Accelerate in ground effect to 83 KIAS and follow below procedures**

Warning

Certain combinations of aircraft weight, configuration, ambient conditions and speeds will not permit positive climb

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**SINGLE ENGINE LANDING**

Inop. Engine..... **SECURING ENGINE PROCEDURE COMPLETE**

Seat Belts/Harnesses..... **SECURE**

Heater..... **FAN**

Fuel Pump (Operative Eng.)..... **ON**

Mixture (Operative Eng.)..... **RICH**

Propeller (Operative Eng.)..... **HIGH RPM**

Fuel Quantity..... **CHECK**

Cowl Flap (Operative Eng )..... **AS REQUIRED**

Fuel Selector Valve..... **ON**

Crossfeed..... **OFF**

Airspeed..... **MAINTAIN 98 KIAS MIN. UNTIL LANDING IS ASSURED**

Altitude..... **HIGHER THAN NORMAL UNTIL LANDING IS ASSURED**

**When landing is assured:**

Gear..... **DOWN, 3 GREEN**

Flaps..... **DOWN**

Power..... **RETARD SLOWLY**

**SINGLE ENGINE OPS**

**SINGLE ENGINE GO AROUND**

Airspeed..... **MAINTAIN 88 KIAS**

Power..... **MAX**

Gear..... **UP**

Flaps..... **UP**

Cowl Flap ..... **AS REQUIRED**

**AIR START (UNFEATHERING PROCEDURE)**

Fuel Selector Valve..... **ON**

Throttle..... **OPEN 1/2 INCH**

Mixture..... **RICH**

Fuel Pump..... **PRIME, THEN OFF**

Propeller..... **FORWARD**

Magneto Switches..... **ON**

Starter..... **ENGAGE UNTIL PROP UNFEATHERS**

Propeller..... **RETARD TO LOW RPM AS PROP SPEED INCREASES THROUGH 1000 RMP**

Throttle..... **REDUCE POWER UNTIL WARM; 2000 RPM MAX**

Engine Instruments..... **CHECK**

Alternator Switch..... **ON**

Crossfeed..... **CONSIDER DISCONTINUE**

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**LOSS OF OIL PRESSURE**  
Secure Engine per Engine Securing Procedure

**ENGINE OVERHEAT**  
Cowl Flaps..... **OPEN**  
Mixture..... **RICHEN**  
Power..... **REDUCE**  
Airspeed..... **INCREASE**

**EMERGENCY GEAR EXTENSION**  
  
**Extending Gear with Hand Pump**  
Gear Handle..... **DOWN**  
Emergency Hand Pump..... **PULL OUT AND PUMP  
UNTIL 3 GREEN LIGHTS  
AND GEAR HANDLE  
RETURNS TO NEUTRAL**  
  
**Extending Gear with CO2**  
Gear Handle..... **DOWN**  
Ring Cover..... **RAISE**  
Ring ..... **PULL**  
  
Do NOT attempt to raise gear hydraulically

**MANUAL EXTENSION OF WING FLAPS**  
  
Flap Control..... **DOWN**  
Emergency Hand Pump..... **PULL OUT AND PUMP**

ENGINE/GEAR

**GEAR UP LANDING**  
  
Normal Checklist..... **COMPLETE**  
**(EXCEPT FOR GEAR SELECTOR)**  
Gear Selector..... **UP**  
  
Make normal approach with power  
Close throttles before touchdown  
Turn OFF master and magneto switches  
Turn OFF fuel valves  
Touch down at minimum speed  
(If time permits use starter to position props parallel with wings.)

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**ENGINE FIRE ON GROUND**

Engine start, taxi and takeoff with sufficient distance to stop

Fuel Selector.....**OFF**  
 Fuel Pump Switch.....**OFF**  
 Brakes.....**AS REQUIRED**  
 Throttle.....**OPEN**  
 Radio.....**CALL FOR ASSISTANCE**  
 Mixture.....**IDLE CUT-OFF**  
 Fire Extinguisher.....**USE**

Note: If fire continues, shut down both engines and evacuate.  
 If fire is on the ground it may be possible to taxi away.

**ENGINE FIRE IN FLIGHT**

Mixture.....**IDLE CUT-OFF**  
 Fuel Pump.....**OFF**  
 Fuel Selector.....**OFF**  
 Propeller.....**FEATHER**  
 Good Engine.....**INCREASE POWER**  
 Drag.....**REDUCE**  
                                   **(GEAR, FLAPS, COWL FLAPS)**  
 Alternator.....**OFF**  
 Magnetors.....**OFF**  
 Electrical Load.....**REDUCE**

If fire persists, increase airspeed as much as possible in an attempt to blow out the fire.

Engine Failure Checklist.....**COMPLETE**

Land at nearest suitable airport

**ELECTRICAL FIRE**

Master Switch.....**OFF**  
 Circuit Breakers.....**CHECK, THEN PULL ALL**  
 Electric Switches.....**ALL OFF**  
 Avionics.....**ALL OFF**  
 Heater.....**OFF**  
 Ventilators.....**CLOSE**  
 Fire Extinguisher.....**USE**

**After Fire is Out**  
 Master Switch.....**ON**  
 Ventilators.....**OPEN**  
 Switches and Circuit Breakers.....**ON, ONE AT A TIME**

**ENGINE/ELEC FIRE**

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**CABIN FIRE**

Vents.....**CLOSED**  
Heater.....**OFF**  
Fire Extinguisher.....**USE**

When fire is out, ventilate cabin

**EMERGENCY DESCENT**

Throttles.....**CLOSED**  
Propellers.....**FULL FORWARD**  
Airspeed.....**DIVE AT 172 KIAS (131 IN ROUGH AIR)**  
Cowl Flaps.....**CLOSED**

Level off prior to applicable MEA, MOCA or MSA

**ONE ALTERNATOR INOPERATIVE LIGHT ON**

Reduce electrical load to minimum required  
Turn OFF same side of master switch  
Reset tripped circuit breakers  
Master switch (both sides) ON  
If light goes out, reinstate electrical load  
If light stays on, turn same side of master switch OFF  
and continue with reduced electrical load.

**BOTH ALTERNATOR INOPERATIVE LIGHTS ON**

Repeat above procedure for each alternator

If both lights fail to go off:  
Master switch .....**BOTH SIDES ON**  
Alternator circuit breaker switches ..... **OFF**

Terminate flight as soon as possible

**FIRE/EMER DESCENT**

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