

Multi Engine Maneuvers

18", 2400 RPM = 150 MPH

15", 2400 RPM = 120 MPH

Slow Flight / MCA

1. Clearing turns
2. 13" MP, 2400 RPM
3. Gear down
4. Flaps slowly 27°
5. Slow to 85 MPH
6. 17-19" MP
7. Pitch = Airspeed
8. Power = Altitude
 - +/- 50 ft altitude
 - +/- 10 heading
 - +/- 10 kts

Power Off Stalls

1. Clearing turns
2. See above
3. Power idle - descent
4. Pitch for full stall
5. Recover
 - a. Full power
 - b. Nose down
 - c. Gear up
 - d. Flaps up

Power On Stalls

1. Clearing Turns
2. 13" MP
3. 2100 RPM
4. Slow to 110 MPH
5. 19" MP
6. Pitch for full stall
7. Recover
 - a. Nose down
 - b. Full throttle
 - c. Full props-slow

Accelerated Stalls

1. Clearing Turns
2. 13" MP
3. 2100 RPM
4. Slow to 110 MPH
5. 13" MP
6. Bank 45°
7. Pitch for stall
8. Recover - buffet
 - a. Nose down
 - b. Wings level
 - c. Full throttle

Steep Turns

1. Clearing turns
2. Level @ 18", 2400RPM
3. Bank 50°
4. About ½ way 20"MP
5. **Eyes on Horizon**
6. Roll out on heading
7. Nose down slightly
8. Power back 18" MP
9. Stable & level
10. Turn other direction
 - +/- 100 ft altitude
 - +/- 10 start/stop point
 - +/- 10 kts

Emergency Descent

1. Power to idle
2. Props full RPM
3. 45° Bank
4. Accelerate to 160 MPH
5. VSI = +3000 ft/min

Engine Failure on Takeoff

1. Loss of directional control
 - a. Throttles idle
 - b. Rudder control
 - c. Brakes as required

Vmc Demo

1. Clearing turns
2. 13" MP
3. Flaps up
4. Props FULL RPM
5. Gear up
6. Slow to 120 MPH
7. Lt throttle to idle
8. Rt throttle to full
9. Maintain directional control
10. Pitch for red line slowly
11. 5° bank into good engine
12. Hand on rt throttle
13. At loss of directional control
 - OR Stall indication
 - a. Rt throttle back
 - b. Nose down
 - c. Pitch for blue line
14. At blue line rt throttle full
15. Maintain blue line
16. Recovery
 - a. Lt throttle forward
 - b. Rt throttle back
 - +/- 20° heading
 - +/- 5 kts blue line in recovery

Engine Failure after Takeoff

1. Below Blue Line -105MPH
 - a. Throttles idle
 - b. Nose down
 - c. Land straight ahead
 - d. Brakes as required

Engine Failure after Takeoff

1. Above Blue Line -105MPH
2. Follow engine failure in flight

Engine Failure in Flight

1. Maintain directional control
2. Maintain blue line
3. Flaps – up
4. Mixtures – Set
5. Props – Full forward
6. Throttles – Full forward
7. Gear – Up
8. Fuel pumps – On
9. Magnetos – On
10. Fuel Selectors – On
11. IDENTIFY
 - a. Dead foot = dead engine
12. VERIFY
 - a. Throttle idle
 - b. JPI / Engine gauges
13. FEATHER
 - a. Prop feather
14. SECURE
 - a. Mixture – cutoff
 - b. Fuel pump – off
 - c. Mags – off
 - d. Fuel selector – off

Precautionary Engine Shutdown

1. Blue Line or above
2. Gear & Flaps - UP
3. Good engine throttle full forward
4. Bad engine
 - a. Throttle idle
 - b. Prop feather
 - c. Mixture – idle cut-off
5. SECURE
 - a. Mixture – cutoff
 - b. Fuel pump – off
 - c. Mags – off
 - d. Fuel selector – off
6. Plan for landing
 - a. Emergency radio call
 - b. Locate near airport
 - c. Divert to airport