

ENGINE FAILURE AFTER LIFT-OFF AND IN FLIGHT

An immediate landing is advisable regardless of take-off weight. Continued flight cannot be assured if take-off weight exceeds the weight determined from the TAKE-OFF WEIGHT graph. Higher take-off weights will result in a loss of altitude while retracting the landing gear and feathering the propeller. Continued flight requires immediate pilot response to the following procedures.

1. Landing Gear and FlapsUP
2. Throttle (inoperative engine)CLOSED
3. Propeller (inoperative engine)FEATHER
4. Power (operative engine)AS REQUIRED
5. Airspeed MAINTAIN SPEED AT ENGINE
FAILURE (100 kts MAX.) UNTIL
OBSTACLES ARE CLEARED

NOTE

The most important aspect of engine failure is the necessity to maintain lateral and directional control. If airspeed is below 84 kts, reduce power on the operative engine as required to maintain control. Refer to Section X, SAFETY INFORMATION for additional information regarding pilot technique.

After positive control of the airplane is established:

6. Secure inoperative engine:
 - a. Mixture ControlIDLE CUT-OFF
 - b. Fuel Selector OFF
 - c. Fuel Boost Pump OFF
 - d. Magneto OFF
 - e. Alternator OFF
 - f. Cowl FlapCLOSED