

ENGINE FAILURE BELOW SE MINIMUM CONTROL SPEED (Vmc)

Normal procedures do not require operation below the single engine minimum control speed, however, should this condition inadvertently arise and engine failure occur, power on the operating engine should immediately be reduced and the nose lowered to attain a speed above 97 mph IAS, the single engine minimum control speed. Continue with the procedures given for Engine Failure During Flight.

ENGINE FAILURE DURING FLIGHT

1. Throttles - FULL FORWARD.
2. Prop Controls - FULL FORWARD.
3. Mixtures - FULL RICH.
4. Boost Pumps - ON. (If engine fails to restart, proceed with checklist.)
5. Determine inoperative engine.
6. Trim aircraft for single engine flight.
7. Inoperative Engine:
 - (a) Mixture - IDLE CUTOFF.
 - (b) Prop Control - FEATHER.
 - (c) Boost Pump - OFF.
 - (d) Fuel Selector Valve Switch - OFF.
 - (e) Magneto Switch - OFF.
 - (f) Alternator Switch - OFF.
8. Attempt engine restart using procedure given for Restarting Feathered Engine in Flight. (Also see Fuel Pump Failure in Flight.)
9. If engine does not start, land as soon as possible.
10. For prolonged single engine flight, refer to the Crossfeed System discussion in Section 1.

RESTARTING FEATHERED ENGINE IN FLIGHT

1. Fuel Selector Valve Switch - ON.
2. Boost Pump - ON.
3. Mixture Control - IDLE CUTOFF.
4. Throttle - CRACKED $\frac{1}{2}$ " OPEN.
5. Magneto Switch - BOTH.
6. Prop Control - FULL FORWARD (high rpm).
7. Engage Starter Switch.
8. As engine rotates, move mixture control to FULL RICH.
9. After engine starts, turn boost pump OFF.
10. Warm up engine at 2000 rpm/15 in. MAP.
11. Oil Pressure - CHECK 25 psi minimum in 30 seconds or shut down.
12. When temperatures are in normal range, increase power as desired.