

ENGINE FAILURE DURING FLIGHT

WARNING

IN THE EVENT OF AN ENGINE FAILURE OR POWER LOSS, THE ENGINE NEGATIVE TORQUE SYSTEM (NTS) ONLY PROVIDES PARTIAL DRAG REDUCTION BUT NOT TO THE EXTENT OF A FULLY FEATHERED PROPELLER.

PILOT MUST TAKE ACTION TO FULLY FEATHER THE PROPELLER (ON THE AFFECTED ENGINE) TO REDUCE PROPELLER DRAG.

1. **ENGINE STOP AND FEATHER CONTROL (failed engine)..... PULL**
2. Engine Clean Up Procedure (failed engine)
 - a. Fuel shutoff switchCLOSED
 - b. Hydraulic shutoff switchCLOSED
 - c. Fuel boost pump switch OFF
 - d. Generator switch..... OFF
 - e. Bleed air switch..... .OFF
3. Power Lever (operating engine)AS REQUIRED
4. Bleed Air (operating engine)AS REQUIRED

NOTE

If the torque limit is not being developed and bleed air is on, increased power may be obtained by selecting bleed air off.

5. Trim.....AS REQUIRED
6. Generator (operating engine) 300 AMPS MAXIMUM
7. Propeller Synchronizer TAKEOFF – LANDING

DOUBLE ENGINE FAILURE (RESTARTS/RELIGHTS UNSUCCESSFUL)

1. **AIRSPEED MAINTAIN BEST GLIDE AIRSPEED**

GLIDE AIRSPEED			
WEIGHT (POUNDS)	12,000	10,000	8,500
AIRSPEED (KIAS)	148	136	126

NOTE

- Best glide airspeed is approximately 1.5 V/V_s on the SAS indicator.
- Glide ratio at best glide airspeed is approximately 10:1 (2NM/1,000 FT AGL).