

SINGLE ENGINE LANDING

On final approach when it is certain the field can be reached:

Landing Gear Extend
Wing Flaps Extend 15 Degrees
Airspeed Blue Line (105 mph or 91 kt)

SINGLE ENGINE GO-AROUND

Power Full Power
Rudder Apply Towards Operating Engine as Required
Aileron Bank 5 Degrees Into Operating Engine
Turn-and-Bank Indicator Displace Ball 1/2 Ball Width Toward Operating Engine
Landing Gear Retract
Wing Flaps Retract
Airspeed Establish V_{YSE} (105 mph or 91 kt)

**** NOTE **** - Aircraft will not climb with gear and flaps extended.

SIMULATED SINGLE ENGINE OPERATION

Simulated engine failure of a multi-engine aircraft is the most dangerous form of training a pilot is likely to experience. It is recommended that in order to remain proficient, the pilot should practice single-engine operation periodically, and only with an experienced multi-engine instructor. Simulated engine failure should be performed at an altitude that will allow enough room for safe recovery (5000 ft min. terrain clearance is recommended) should control of the airplane be lost.

Airspeed Less Than 125 mph (109 kt)
Left Engine Throttle Retard
Right Engine Full Power
Rudder Toward Operating Engine
Aileron Bank 5 Degrees Into Operating Engine
Turn-and-Bank Indicator Displace Ball 1/2 Ball Width Toward Operating Engine
Left Engine Propeller Feather
Maintain Airspeed Above V_{SSE} 97 mph (84 kt)

**** NOTE ****

While V_{SSE} is the accepted airspeed below which an engine should never be intentionally failed, it is recommended that the airspeed never be allowed to fall below the blue line (105 mph) when operating on a single engine.

Due to asymmetrical thrust, the airplane will yaw and roll toward the dead engine. Maintaining wings level and holding the ball of the turn-and-bank indicator in the center can increase V_{MCA} as much as 20 knots. In addition, the high drag caused by the wings level, ball centered configuration can reduce single-engine climb performance by as much as 300 ft./min.

To overcome the yaw and roll moments induced by an engine failure, bank approximately 5 degrees into the operating engine, and displace the ball of the turn-and-bank indicator approximately 1/2 ball width toward the operating engine.