# ENGINE FAILURE

## ENGINE FAILURE DURING TAKEOFF PRIOR TO LIFTOFF

- - 2. Brakes ..... AS NECESSARY
- 3. Reverse Thrust ...... AS REQUIRED TO MAINTAIN DIRECTIONAL

#### CONTROL



ON OTHER THAN DRY, HARD SURFACE RUNWAYS, IT IS POSSIBLE TO APPLY MORE REVERSE THRUST THAN CAN BE COUNTERACTED BY RUDDER, BRAKES, AND NOSEWHEEL STEERING.

# CAUTION

RBEFORE TAKEOFF, CHECK SINGLE ENGINE RATE OF CLIMB USINGRCHARTS IN THE PILOT'S OPERATING MANUAL TO DETERMINERCONTINUED CLIMB CAPABILITY. FOR CONDITIONS WHERE CONTINUEDRCLIMB IS NOT POSSIBLE, CONSIDER CHANGING THE CONFIGURATIONRAND/OR CONDITIONS. FINAL DECISION TO TAKEOFF IS THE PILOT'SRAND POM PERFORMANCE IS A GUIDE IN MAKING THE PREFLIGHT PLANRTO LAND OR CONTINUE CLIMB IF AN ENGINE FAILS AFTER LIFTOFF.

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# R ENGINE FAILURE AFTER LIFTOFF - CONTINUED CLIMB NOT POSSIBLE

1. 2. 3.	Landing Gear
3. 4.	Land straight ahead using airspeed appropriate for the airplane weight, but not less than 100 KCAS.

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### **R ENGINE FAILURE AFTER LIFTOFF - CONTINUED CLIMB**

Ŕ	1.	Landing Gear	UP
R	2.	Airspeed	V <sub>XSE</sub> MINIMUM FOR FLAP CONFIGURATION
R	3.	Condition Lever (Failed Engine)	EMERGENCY STOP
R	4.	Power Lever (Failed Engine)	TAKEOFF

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# ENGINE FAILURE (CONT)

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R	ENGIN	E FAILURE AFTER LIFTOFF - CONTINUED CLIMB (CONT)				
R R		WARNING				
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R		IF AN ENGINE FAILURE OCCURS AFTER LIFTOFF, CONTINUED CLIMB IS				
R		NOT ASSURED UNLESS OPERATING ENGINE IS PRODUCING POWER IN				
R	ACCORDANCE WITH THE POWER ASSURANCE CHART AND THE					
R		AIRPLANE FLIGHT MANUAL PROCEDURES ARE FOLLOWED,				
R		WARNING				
K P						
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R		INSTRUMENTS. DO NOT RETARD FAILED ENGINE POWER LEVER.				
Ŕ		PLACE FAILED ENGINE POWER LEVER TO TAKEOFF POSITION DURING				
R	FEATHERING OF PROPELLER AND LEAVE THERE FOR THE REMAINDER					
R		OF THE FLIGHT.				
R		CAUTION				
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R	5.	Landing Light				
R	6.	Airspeed Vyse MINIMUM FOR FLAP CONFIGURA	TION			
R	7.	Flaps				
R	8.	Airspeed 140 KCAS MINIMUM OR 135 KCAS MIN	IIMUM (IF			
R						
R		NOTE				
R		For airplanes not modified by S/R 010, do not exceed 140 KCAS until flaps are				
R		09.				
R	9.	Flaps				
R	10,	Airspeed				
R	11.	Engine Power Limit SwitchesMAN				
R		CAUTION				
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R		PRIOR TO PLACING THE ENGINE POWER LIMIT SWITCHES TO THE MAN				
R	POSITIONED SO THAT THE ENGINE WILL NOT EXCEED THE TODOLLENTE					
R	LIMITS.					
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R	12.	Power (Operating Engine) ·······AS REQUIRED				
	REISSUED 03-03-87					

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R	ENGINE FAILURE (CONT)
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R	ENGINE FAILURE AFTER LIFTOFF - CONTINUED CLIMB (CONT)
R	
R	WARNING
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R	AIR CONDITIONING AND PRESSURIZATION SYSTEM MUST REMAIN OFF
R	TO ATTAIN FULL CLIMB CAPABILITY.
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R	13. Engine Shutdown Procedure
R	(Failed Engine)ACCOMPLISH
R	NOTE
R	NOTE
R	Single engine climb rates are best attained with wings level by use of rudder to
R	correct for yawing tendency and using the minimum amount of spoiler necessary
R	to maintain lateral control.
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R	FLAP SETTING V <sub>XSE</sub> (KCAS) V <sub>YSE</sub> (KCAS)
R	0° (Up) 135 150*
R	5° 130 140
R	20° 125 130
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R	*V <sub>YSE</sub> , Maximum Takeoff Gross Weight, Sea Level Standard day, Flaps 0° is 150

KCAS. 150 KCAS is recommended for all weights.

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