

ENGINE FAILURE

ENGINE FAILURE DURING TAKEOFF PRIOR TO LIFTOFF

- 1. Power Levers START (REVERSE AS REQUIRED)
- 2. Brakes AS NECESSARY
- 3. Reverse Thrust AS REQUIRED TO MAINTAIN DIRECTIONAL CONTROL

CAUTION

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

R BEFORE TAKEOFF, CHECK SINGLE ENGINE RATE OF CLIMB USING
R CHARTS IN THE PILOT'S OPERATING MANUAL TO DETERMINE
R CONTINUED CLIMB CAPABILITY. FOR CONDITIONS WHERE CONTINUED
R CLIMB IS NOT POSSIBLE, CONSIDER CHANGING THE CONFIGURATION
R AND/OR CONDITIONS. FINAL DECISION TO TAKEOFF IS THE PILOT'S
R AND POM PERFORMANCE IS A GUIDE IN MAKING THE PREFLIGHT PLAN
R TO LAND OR CONTINUE CLIMB IF AN ENGINE FAILS AFTER LIFTOFF.

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R ENGINE FAILURE AFTER LIFTOFF - CONTINUED CLIMB NOT POSSIBLE

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- R 1. Landing Gear DOWN
- R 2. Operating Engine POWER AS REQUIRED
- R 3. Wing Flaps LEAVE IN SELECTED TAKEOFF POSITION
- R 4. Land straight ahead using airspeed appropriate for the airplane weight, but not less than 100
R KCAS.

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R ENGINE FAILURE AFTER LIFTOFF - CONTINUED CLIMB

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- R 1. Landing Gear UP
- R 2. Airspeed V_{XSE} MINIMUM FOR FLAP CONFIGURATION
- R 3. Condition Lever (Failed Engine) EMERGENCY STOP
- R 4. Power Lever (Failed Engine) TAKEOFF

R **ENGINE FAILURE (CONT)**

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R **ENGINE FAILURE AFTER LIFTOFF - CONTINUED CLIMB (CONT)**

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WARNING

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**AIR CONDITIONING AND PRESSURIZATION SYSTEM MUST REMAIN OFF
TO ATTAIN FULL CLIMB CAPABILITY.**

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R **13. Engine Shutdown Procedure**

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(Failed Engine)ACCOMPLISH

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NOTE

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Single engine climb rates are best attained with wings level by use of rudder to correct for yawing tendency and using the minimum amount of spoiler necessary to maintain lateral control.

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| FLAP SETTING | V _{XSE} (KCAS) | V _{YSE} (KCAS) |
|--------------|-------------------------|-------------------------|
| 0° (Up) | 135 | 150* |
| 5° | 130 | 140 |
| 20° | 125 | 130 |

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*V_{YSE}, Maximum Takeoff Gross Weight, Sea Level Standard day, Flaps 0° is 150 KCAS. 150 KCAS is recommended for all weights.

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