ONE ENGINE INOPPERATIVE MANEUVERING
LOSS OF DIRECTIONAL CONTROL

CLEAR AREA, CONDITION LEVERS TO AND LAND. SYMC OFF - SET ONE POWER LEVER TO ZERO THROTTLE TO SIMULATE FAILED ENGINE (VARY BETWEEN 5% AND 17% TORQUE)

FLAPS 20° GEAR UP SET POWER ON SIMULATED OPERATIVE ENGINE FOR LEVEL FLIGHT AS 125 KCAS TRIMMED

CAUTION

GEAR HORN MAY SOUND CONTINUOUSLY IF INSTRUCTOR ELECTS TO DISABLE GEAR HORN WITH CIRCUIT BREAKER MUST BE CIRCUIT BREAKER MUST BE RESIT PRIORITY TO LANDING

INSTRUCTOR CAUTION

ONE ENGINE LOSS OF DIRECTIONAL CONTROL IS BEST TRAINED AND ACCOMPLISHED USING EARLY RECOGNITION AND RECOVERY. INSTRUCTOR IS ENCOURAGED TO PRODUCE LOSS OF DIRECTIONAL CONTROL AT APPROXIMATELY VMC PLUS 1 KIAS, BECAUSE EARLY RECOGNITION AND RECOVERY IS THE PRIMARY OBJECTIVE OF THIS MANEUVER.

20° FLAPS (VMC 90KCAS, J, 99KCAS, J, 99KCAS, M, 99KCAS, M, 99KCAS, M, 100KCAS, M)

5° FLAPS (VMC 99KCAS, J, 99KCAS, J, 100KCAS, K, M)

VSE 125K