Loss of Engines in Flight

Three-engine flight has been discussed in relation to takeoff and to cruise. It is not a serious emergency under otherwise normal circumstances. After you have feathered the dead engine propeller you have to do some, but not much, re-trimming, to maintain hands-off flight. Use roughly 10% less airspeed than that called for with four engines operating. Consult your power charts. Always turn away from a dead engine if practicable. When turn into a bad engine is unavoidable, keep safe margin of airspeed, and remember to give yourself plenty of room to make a wide and shallow turn.

With two engines out in a lightly loaded airplane it is possible to hold normal flight attitude by proper trimmig, whether you have both the dead engines on one side, or one on each side. With heavy loads, 2-engine flight is a matter of trying to extend your glide and keep your airspeed at least 15 mph above stalling in smooth air, and 25 mph above stalling in rough air.

Trim for unequal power by relieving the rudder pressure with the rudder trim tab until the ball in the bank-and-turn indicator centers. This procedure assures proper utilization of rudder tab and prevents crabbing.

If you think you may ever find yourself with only one engine left, study the sections of this book on ditching and emergency landings carefully. The proper procedure in this case is to start looking for a clearing.