

STOP THE PROP

Handing an engine-out situation is all about minimizing drag (whether the airplane came with one engine or more). A windmilling propeller generates a lot of drag; so does a stopped one, as depicted in the graph at right.

To minimize this drag, a twin's propeller blades can be feathered to streamline with the relative wind. A single equipped with a constant-speed prop can be set to low rpm/high pitch, which is the next best thing.

