



One of the greatest hazards when flying a twin is OEI flight following takeoff when it's incapable of climbing; it's inevitable the airplane will crash. For example, rate of climb may be near zero with loss of an engine immediately after takeoff from an airport with a density altitude of 7000 feet in a Piper Seminole with normally aspirated engines.

The penalties for loss of an engine are performance (loss of 50 percent power decreases rate of climb per-

formance by approximately 80 to 90 percent) and control (asymmetrical thrust from operating engine predisposes to loss of directional control). With an engine failure on takeoff, there is a high probability of survivable landings when the airplane is landed straight ahead under control. Conversely, a high probability of fatalities exists when a pilot attempts flight beyond the climb and airspeed performance of the airplane.