

Rolling Your Own

Putting together your own training exercise for the engine failure on initial climb shouldn't be difficult, but there are a few things you need to think about and plan for to make it both safe and worthwhile. After all, we're training here, and we want to make sure we get something out of it, all while neither bending the airplane or inconveniencing other operators. Consider these tips:

RUNWAY/ENVIRONMENT

Find a long runway. The object here is to takeoff, establish a V_x or V_y climb, then fail the engine and land back on the departure runway, straight-ahead. You likely can't do that on the 1500-foot grass strip you may call homeplate. Instead, go find a long, unused runway—the nearest one may be at a towered airport (if so, see the sidebar on the opposite page).

MAYBE TRY AT ALTITUDE FIRST?

Any close-to-the-ground maneuver is best practiced at altitude first. So...

- Fly out to your practice area and climb to an appropriate altitude.
- Perform clearing turns while slowing down.
- Set your airplane's typical takeoff configuration.

• Slow to the speed you want to use, either V_x or V_y . Set takeoff trim. Decide at what altitudes you'll begin your takeoff climb, and to what altitude you'll climb before "failing" the engine.

- Add takeoff power and pitch to maintain desired airspeed.
- Once established in the climb, smoothly, quickly reduce power to idle.
- Count to three, to simulate the time it will take in the real world for you to recognize the engine failure before taking action.
- Do whatever voodoo it is you need to do to maintain your airplane's best takeoff configuration glide speed (Hint: It may not be what's published.)
- On descending to your starting altitude, recover to cruise flight.

PRACTICE MAKES PERFECT

After a half-hour of these maneuvers, you should be ready to practice it for real. Two things will be different than the practice at altitude: First, the runway is going to get really big before you can flare. Second, no matter how hard you had to push at altitude, you'll likely have to push harder. —J.B.

