

WHY ENGINES FAIL

Presuming no outright mechanical failure, you should be able to get a failed engine going again by remembering the three things engines need (one of which the accident pilot forgot).

FUEL

If we suspect a fuel problem, switching tanks and/or using the electric boost pump is the usual remedy. Pumping the manual primer also has been known to help keep an engine running.

AIR

The typical aircraft piston engine has two tools we can use to restore the airflow: carburetor heat and/or alternate air. Carburetor heat works best when applied prophylactically.

SPARK

Typically, the single-engine driver will turn the magneto switch to start the engine and then release it to run on both mags. But worn components, heavy keychains, turbulence and other factors can inadvertently switch to one or no mag at all.

