

WEATHER AND RUNWAY DATA

TEMPERATURE	DEP APT	ARR APT
CURRENT WINDS	_____	_____
XW COMP	_____	_____
FIELD ELEVATION	_____	_____
RUNWAY LENGTH	_____	_____
DENSITY ALTITUDE	_____	_____

TAKEOFF DATA

TAKEOFF GROSS WT	_____
TAKE OFF DISTANCE	_____
OVER OBSTACLE	_____
TWO ENG ROC	_____
ONE ENG ROC	_____
SERVICE CEILING	_____
SE SERVICE CEILING	_____

LANDING DATA

LANDING GROSS WT	_____
LANDING DISTANCE	_____
OVER OBSTACLE	_____

V_{mc} _____ *V_r _____ V_{yse} _____ V_y _____ V_{cc} _____
Sht Fld V_x _____ *V_{xse} _____

*These are derived speeds for the PA-23-160

TAKE OFF BRIEFING

If an engine fails below _____ (V_r), I will close both throttles and abort the takeoff.

If an engine fails after liftoff with the landing gear down and remaining runway available, I will close both throttles and land straight ahead.

If an engine fails after liftoff with the landing gear retracted OR with no remaining runway, I will follow the ENGINE FAILURE DRILL:

ENGINE FAILURE DRILL

(Regardless of phase of flight)

I will maintain directional control with rudder and bank into the good engine while maintaining no less than _____ (Blue line - V_{yse}) then ensure:

MIXTURES - FWD (as req'd for density altitude)

PROPELLERS - FWD

THROTTLES - FWD

GEAR - UP

FLAPS - UP

IDENTIFY - Dead foot, dead engine

(VERBALIZE LEFT OR RIGHT FOOT)

VERIFY - Slowly retard appropriate throttle

(VERBALIZE LEFT OR RIGHT THROTTLE)

FIX/FEATHER - FEATHER if in a critical phase of flight (<3K AGL)

(VERBALIZE LEFT OR RIGHT THROTTLE)

OR trouble shoot if time permits.

With a positive rate of climb I will maintain BLUE LINE (V_{yse}) until at least _____ feet (500 AGL) then return to a normal landing.

If unable to maintain a positive rate of climb I will maintain BLUE LINE and select a place to land somewhere forward of the wing line minimizing turns.