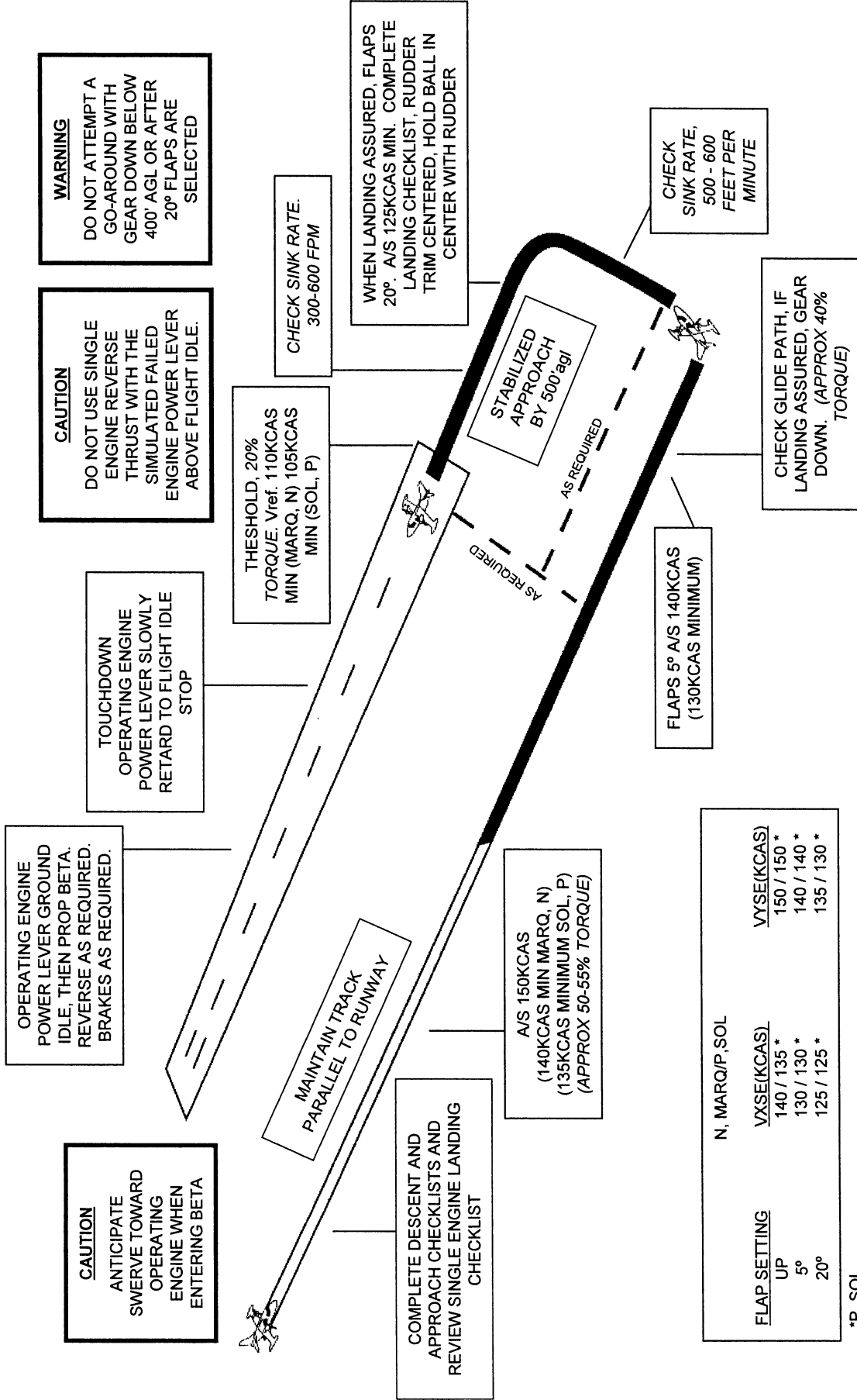


ONE ENGINE INOPERATIVE LANDING



WARNING
DO NOT ATTEMPT A GO-AROUND WITH GEAR DOWN BELOW 400' AGL OR AFTER 20° FLAPS ARE SELECTED

CAUTION
DO NOT USE SINGLE ENGINE REVERSE THRUST WITH THE SIMULATED FAILED ENGINE POWER LEVER ABOVE FLIGHT IDLE.

TOUCHDOWN
OPERATING ENGINE POWER LEVER SLOWLY RETARD TO FLIGHT IDLE STOP

OPERATING ENGINE POWER LEVER GROUND IDLE, THEN PROP BETA. REVERSE AS REQUIRED. BRAKES AS REQUIRED.

CAUTION
ANTICIPATE SWERVE TOWARD OPERATING ENGINE WHEN ENTERING BETA

THRESHOLD, 20% TORQUE. Vref. 110KCAS MIN (MARQ, N) 105KCAS MIN (SOL, P)

CHECK SINK RATE. 300-600 FPM

WHEN LANDING ASSURED, FLAPS 20°. A/S 125KCAS MIN. COMPLETE LANDING CHECKLIST. RUDDER TRIM CENTERED, HOLD BALL IN CENTER WITH RUDDER

STABILIZED APPROACH BY 500'agl

CHECK SINK RATE, 500 - 600 FEET PER MINUTE

CHECK GLIDE PATH, IF LANDING ASSURED, GEAR DOWN. (APPROX 40% TORQUE)

FLAPS 5° A/S 140KCAS (130KCAS MINIMUM)

MAINTAIN TRACK PARALLEL TO RUNWAY

COMPLETE DESCENT AND APPROACH CHECKLISTS AND REVIEW SINGLE ENGINE LANDING CHECKLIST

A/S 150KCAS (140KCAS MIN MARQ, N) (135KCAS MINIMUM SOL, P) (APPROX 50-55% TORQUE)

FLAP SETTING	N, MARQ/P, SOL	
	VXSE(KCAS)	VYSE(KCAS)
UP	140 / 135 *	150 / 150 *
5°	130 / 130 *	140 / 140 *
20°	125 / 125 *	135 / 130 *

*P, SOL