

Multiengine Operations

Name_____ Date_____ TOT_____

START_____ OFF_____ ON_____ IN_____

⇒ Preflight Discussion

⇒ Aircraft Performance Calculation

⇒ IFR Flight Plan, Clearances

Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./
Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color

⇒ Normal and Crosswind Takeoff

(Heading ± 5 degrees, Airspeed ± 5 Kts.)

⇒ Engine Failure During Takeoff Before V_{mc}

(Simulated & Calculated 50 percent below V_{mc})

⇒ Engine Failure After Lift-Off (Simulated $>V_{sse}$, V_{xse} , V_{yse} ,

>400 AGL V_{xse} or $V_{mc}+5$ then V_{yse} HDG. 10° ASPD 5Kt.

⇒ Instrument Departure (Begin Takeoff Visually, Hood or View-Limiting at 50' AGL)

⇒ Unusual Attitude Recovery

(Airspeed Increasing = Power, Level Wings, Raise Pitch;
Airspeed Decreasing = Power, Lower Pitch, Level Wings.)

⇒ VMC Demonstration ($10\text{Kts} > S_{se}$, Bank, Pitch = 1Kt/Sec)

(HDG $\pm 20^\circ$ Accelerate to $V_{yse} \pm 10 - 5$)

⇒ Maneuvering During Slow Flight (Alt $\pm 100'$ Hdg. $\pm 10^\circ$ Aspd. $\pm 10 - 0$ Bank $\pm 10^\circ$.)

⇒ Approaches to Stalls (At least one while turning in 15 to 30 degree bank)

⇒ RNAV Approach Procedures

⇒ Diversion to Alternate Airport

⇒ Alternate Airport Approach Procedures

⇒ Holding (Planned or Unplanned)

⇒ Approach: ($<3/4$ Scale Deflection) (Airspeed ± 10 Kts. Altitude $\pm 100'$ Heading $\pm 10^\circ$)

_____ VOR _____ ILS _____ LOC

_____ WAAS _____ RNAV _____ BC

⇒ Low Approach (Missed Approach) (Heading $\pm 10^\circ$ Altitude $\pm 100'$ Airspeed V_x or $V_y \pm 10 - 5$ Kts.)

⇒ Normal or Crosswind Landing and Approaches to Landing ($1.3V_{so} \pm 10 - 5$ Kts. with wind/gust factor applied, $TD \leq 400'$)

⇒ Landing from a Circling Approach (Heading $\pm 5^\circ$ Altitude $\pm 100' - 0'$ Airspeed ± 5 Kts.)

⇒ Short Field Approach and Landing ($1.3V_{so} \pm 10 - 5$ Kts. with wind/gust factor applied, $TD \leq 200'$)

⇒ Landing with Inoperative Engine by Reference to Instruments ($3/4$ CDI & GS or 10° . ± 10 Kts.)

⇒ Postflight
