

Airfreddy's **Guide on Learning To Fly**

**Step-by-Step Guide On the Private
Pilot License From Start To Finish**



Emergency Procedures

[Airplane Flying Handbook Chapter 17](#)

EMERGENCY PROCEDURES: I have a separate document on Emergency Procedures for you.

[Emergency Procedures](#)

All the Emergency Procedures that I gave you should be memorized. This section provides the reasons. If you have time you will want to go thru the emergency procedures section in the POH, but you may not have the time. Your job is to "FLY THE PLANE" and then land the plane. Don't forget this: if you get distracted at this critical time you are going to be in trouble.

High Altitude Engine Failures

HIGH ALTITUDE ENGINE FAILURES: This is outlined in the emergency handout. The good thing about this emergency is you will hopefully have time and altitude on your side. If you weren't introduced to best glide speed, your instructor will introduce it to you now. In the case of most training aircraft and most general aviation aircraft, the attitude for this speed is just below nose level attitude. This is one thing you will want to check. Just go up and pull the power, find your pitch for best glide speed. I call this new attitude, barely below the horizon attitude.

If you are in a plane that has a higher wing loading, this attitude will be more below the horizon. Whatever plane you are in you want to find this attitude.

If you have altitude, remember that altitude is your friend. You want to give yourself the most time possible to hopefully get the engine started again. Make sure you go right to this attitude. Many times pilots will forget about this.

In this case you may have time to start going thru your POH for the plane, but you may not. Most of the time it is a fuel problem. The Cessna's mostly have fuel selectors normally in the both position. If you are in a Piper, you may have forgotten to switch the fuel tanks. Hopefully it is that simple. If it is not, you want to remember that you want every second you can spare in the air.

If you are flying a plane that you are not used to, find that glide attitude. Example, I remember a long time ago checking out a few F-16 pilots in a C-172. As soon as I pulled the power, down went the nose straight at the ground. This was because in the F-16 that is what you had to do to keep it flying. In a 172 you can almost hold the nose level and it will still fly. Just be aware of this in any plane you fly.

The other thing you want to make sure of is that you do everything exactly like you normally would with the exception of turning things off instead of making sure they are on. You enter the traffic pattern, do your flow check, this time shut everything off and commit to land. Fly your pattern the way you do your power off approaches.

OPENING THE DOORS: One thing you need to also memorize is , **OPEN THE DOORS WHEN YOU COMMIT TO LAND.** Many times I have been on flight reviews and the pilot will do a picture perfect emergency landing on some tiny strip I find. The only thing, these strips are usually so small, you would hit something like a saguaro cactus with the wing. Or the strip might be so short you couldn't help hitting a tree at the end.

The student will have set everything up perfect for the given situation. Then it is time to go around and I just say “ok why are you dead” The pilot will give me some look like I am crazy. I just say something like” you hit that cactus at the end of the runway and it broke a fuel line in the process and your doors jammed, you died in the fire”. They usually get the point after that. The next year when I fly with them, again the get it right.

Make sure you get in the habit of opening the doors. Don’t just call it out, crack your door. Hopefully you can find a road to land on, but you may not be that lucky.

STAYING OVER YOUR SPOT: Another thing that’ some people forget is, staying over their spot. You want to stay directly over the spot you choose and circle over mid field. Don’t drift around.

CHANGING SPOTS: Many people will also do this after they have lost 2000 feet. You don’t want to do this. Once you start changing landing spots, you are asking for trouble. You may run out of altitude. If you have the altitude and can find something pretty close to the original spot you chose, then the news pot may be a better option. In almost all cases you should stick to the spot you started with and commit to flying the plane.

WHERE TO LAND: Many times students will pick a field over something like a golf course or a road. Once we go around they will say that there were no people around to get hurt. This is a good point but you also have to think about yourself sometimes. If you land in some field where no one is around and you get hurt, you may not be found for hours. This could be the difference between life and death.

No you don't want to fly into a house, but if you can you want to land somewhere that people will notice you, then come to your rescue. Roads and golf courses are good landing spots.



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