

## Multi-engine Quick Reference Maneuvers for Seminole and Seneca

### Slow Flight

- Clearing turns – 2 90° turns
- Premaneuver checklist
- HDG, ALT, Horizon (H,A,H) power to 15-17” MP
- H,A,H: Gear down
- H,A,H: 10° Flaps
- H,A,H: 25° Flaps
- H,A,H: 40° Flaps
- H,A,H: Prop Forward 20” MP
- Pitch for airspeed
- Power for altitude

### Power-off Stall & Recovery

- From slow flight
- Power to idle (maintain directional control)
- Raise nose slowly and smoothly until buffet/stall warning occurs
- Recover by lowering the nose to or slightly below the horizon
- Add full power, while maintaining outside references (nose 1° above horizon)
- Retract flaps to 25° (maintain directional control)
- Retract flaps to 10° (maintain directional control)
- Gear up (maintain directional control)
- Look at the airspeed for blue line
- Retract flaps completely

### Steep Turns - 50° Bank

- Clearing turns
- Premaneuver checklist
- Bank smoothly to 30° applying back pressure on the yoke
- Continue to 50° bank using more back pressure on the yoke
- Scan outside 50° bank – attitude and altitude
- On roll out, scan horizon and altitude
- Look outside at the horizon 90% of the time

### Power-on Stalls & Recovery

- Clearing turns
- Premaneuver checklist
- H,A,H: Power to 15-17” MP
- H,A,H: Wait for speed to slow to blue line
- Upon reaching blue line: props forward
- Pitch up 1° to slow to 95 MPH
- Add power to 18”-20”
- Pitch up slowly (maintain directional control and outside references)
- Upon stall warning or buffet (whichever comes first), lower the nose to horizon and add full power
- Count: 1 HORIZON, 2 HORIZON, 3 HORIZON
- Pitch up to 1° and maintain blue line

### VMC Demo & Recovery

- Clearing turns
- Premaneuver checklist
- H,A,H: Power to 15-17” MP
- H,A,H: Wait for speed to slow to blue line
- At blue line: PROPS FORWARD
- Left engine to idle, anticipating right rudder
- Right engine (smoothly) to full power. (Anticipating more right rudder and 5° bank into good engine)
- Pitch up slowly with more right rudder.
- When directional control is lost, reduce right throttle  $\frac{3}{4}$  back.
- Nose comes back to the right and down to below the horizon
- Count for 3 seconds
- Right throttle forward
- Right aileron
- Right rudder

### ILS Approach

- AITS
- Setup and identify
- Review approach plate and brief
- Slow to 20” MP
- Upon localizer interception./engine failure, it is critical to maintain blue line and appropriate heading to keep localizer centered.
- Continue with engine out procedures and secure engine – with checklist at your convenience
- Glide slope interception – GEAR DOWN - 10° Flaps
- Power to 20” MP
- Maintain blue line
- WINGS, HEADING, VSI
- 500 FPM

### Drag Demonstration

- Clearing turns
- Premaneuver checklist
- H,A,H: Power to 15-17” MP
- H,A,H: Waiting for blue line
- At blue line: PROPS FORWARD
- Left engine to 13-14” MP – zero thrust
- Right engine to 23-24” MP
- Maintain altitude and blue line
- Pitch 1° up to 10 MPH below blue line (Note: climb, then descent – VSI)
- Pitch 1° below to 10 MPH above blue line (Note VSI for descent)
- Back to blue line
- Gear down (note rate of descent)
- Flaps down (note rate of descent)
- Left engine to idle (Windmilling prop) (note rate of descent)