



Multiengine Manual and MEI Notebook

*Reference notes for the private, commercial, and
airline transport multi-engine pilot and instructor*

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April 5, 2025

*For Zoë, Sebastian, and Malcolm, who hopefully find
as much inspiration from me as I do from them.*

I hope they learn to fly one day too.

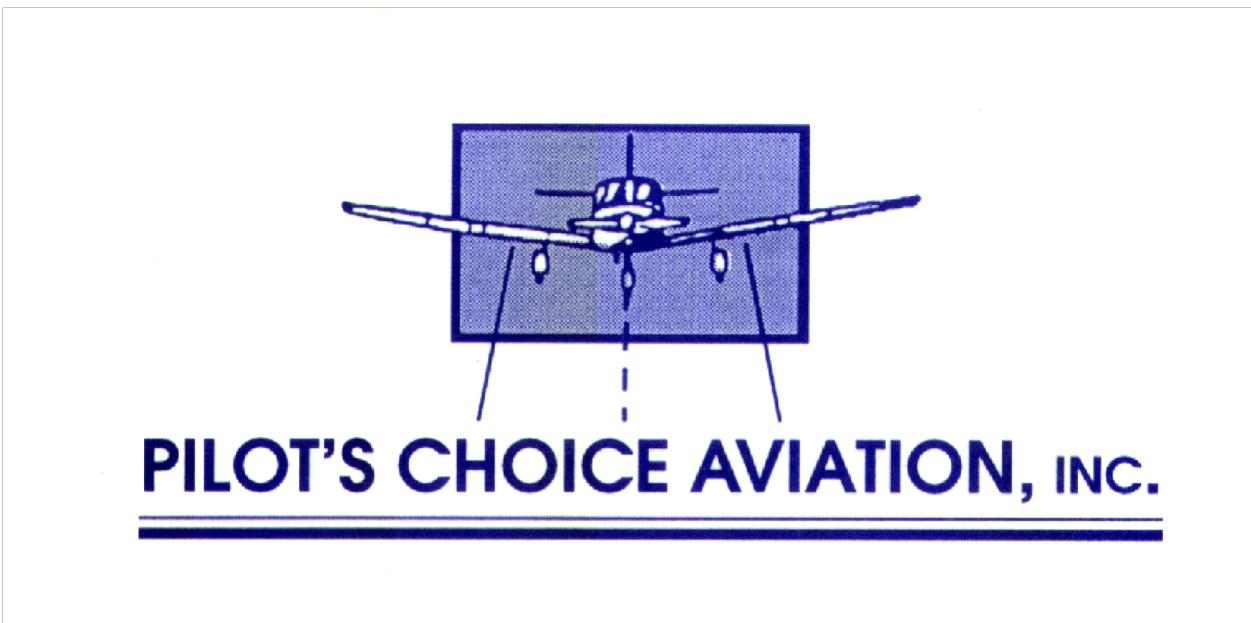
-José Soltren

Contents

1 Single Engine Aerodynamics	7
1.1 The Engine-Inoperative Condition	7
1.1.1 Asymmetric Thrust	7
1.1.2 Accelerated Slipstream	7
1.1.3 Summary	8
1.2 Engine-Inoperative Performance	8
1.2.1 Loss of Horsepower	8
1.2.2 V_{yse} (Blue Line)	8
1.2.3 Drag Factors	9
1.2.4 Engine-Inoperative Controllability	9
1.2.5 Critical Engine and Critical Engine Factors	9
1.2.6 V_{MC}	12
1.2.7 Determination of V_{MC}	12
1.3 Altitude vs. V_{MC} and Stall Speed	16
1.4 The Zero-Sideslip Condition	16
2 Limitations	19
2.1 Duchess Speeds	19
2.2 Weight Limits	19
3 Emergency Procedures	21
3.1 Engine Failure in Flight (above 3000' AGL)	21
3.1.1 Procedures	21
3.2 Engine Failure During or After Takeoff	23
3.2.1 Procedures	23
3.2.2 Power-Loss Briefing (Before Takeoff)	23
3.3 Airman Certification Standards	24
3.3.1 X.A Maneuvering with One Engine Inoperative (AMEL, AMES)	24
3.3.2 IX.E Engine Failure During Takeoff Before VMC (Simulated) (AMEL, AMES)	25
3.3.3 IX.F Engine Failure After Liftoff (Simulated) (AMEL, AMES)	26
4 Normal Procedures	27
4.1 Takeoff	27
4.2 Climb	27

4.3	Approach to Landing	28
4.4	Touch and Go	29
4.5	Go-Around	29
4.6	VFR Approach Airspeeds and Power Settings	30
4.6.1	Traffic Pattern	30
4.6.2	Take Off and Climb Out	30
4.6.3	Single-Engine Pattern	30
4.7	Instrument Approach Procedures	31
4.7.1	Precision Approach, Two Engines	31
4.7.2	Precision Approach, Single Engine	31
4.7.3	Non-Precision Approach, Two Engines	31
4.7.4	Non-Precision Approach, Single Engine	31
4.7.5	Holding Pattern	31
5	Performance	33
5.1	Accelerate-Stop Distance Defined	33
5.2	Accelerate-Go Distance Defined	33
5.3	Takeoff Distance	34
5.4	Accelerate-Stop Distance	34
5.5	Accelerate-Go Distance	35
5.6	Two-Engine Climb Rate	36
5.7	Single-Engine Climb Rate	36
5.8	Time, Fuel, and Distance to Climb	37
5.9	Single-Engine Service Ceiling	38
5.10	Cruise Performance, 24" Hg	39
5.11	Cruise Performance, 20" Hg	39
5.12	Landing Distance	40
6	Weight and Balance	41
7	Systems - Beechcraft Duchess BE-76	43
7.1	Engines	43
7.2	Propellers	43
7.2.1	Propeller System Basics	43
7.2.2	Propeller Governor Operation	44
7.3	Landing Gear	44
7.4	Brakes and Tires	46
7.5	Flaps and Trim	46
7.6	Pressure (Pneumatic) System	46
7.7	Pitot-Static System	46
7.8	Stall Warning System	47
7.9	Fuel System	47
7.10	Heater and Defrost System	47
7.11	Electrical System	47
7.12	System Schematics	49
7.12.1	Propeller System	49
7.12.2	Landing Gear	50

Multi Engine Airplanes: An Introduction



Do you want to fly the “big iron”? Are you looking for more performance, capability, and reliability? Do you enjoy engine management (and maintenance) so much that you want to double the fun? If so, the multi engine airplane is for you.

This chapter is meant to prepare the prospective multi engine pilot or instructor for the fun that is to come.

The material in this section is based upon FAA resources, as well as the Multiengine Manual that Pilot’s Choice Aviation (PCA) in Georgetown, TX distributes to incoming multi engine students. This document could not exist without Beth Ann Jenkins and Stephanie Fernihough, the authors of the 2017 PCA Multiengine Manual and some notes beyond it.

The Multiengine Manual was reformatted into L^AT_EX in Spring of 2025. At that time, it was updated to reflect eight years of students successfully using this document to become multi engine pilots. It also reflects the latest FAA testing documents as of this writing.

Multiengine Manual

This Manual focused on the Beechcraft Duchess BE76, the primary multi engine trainer used at PCA.

Disclaimer

The information contained in this publication is subject to change.

Aeronautical information, regulations, and aircraft information change regularly, therefore those relevant publications should be referred to for any critical information.

The information in this manual is to be utilized for training purposes only. Always refer to your aircraft's POH, AFM, and other certified documentation before flight!

Chapter 1

Single Engine Aerodynamics

With a few exceptions, flying a multiengine airplane in normal operations is similar to flying a complex single. Most of the differences between single-engine and multi-engine flying relate to emergency situations. Specifically, we are concerned with the airplane's flight characteristics when only one engine is fully operating.

The discussion to follow will focus on two key elements of multi-engine flying: performance and controllability.

Note: *performance* and *controllability* are complementary. As one increases, the other decreases, and vice versa.

1.1 The Engine-Inoperative Condition

1.1.1 Asymmetric Thrust

Engines on conventional twins are mounted on the wings. Unlike a single-engine airplane, the engine thrust is not directed along the longitudinal axis of the airplane. Rather, each engine's thrust produces a moment that attempts to yaw the airplane around its vertical axis. On the Duchess (one counter-rotating prop) when both engines are producing equal thrust, these moments balance each other out and the net thrust has no yawing moment. When one engine is at reduced or zero thrust, there is a net yawing moment that will lead to a loss of directional control if not counteracted.

Just like in a single, yawing moments (such as propeller left-turning tendencies in a climb) are counteracted with rudder. When an engine fails in a multi-engine airplane, the yaw that occurs must be balanced out with enough rudder pressure to keep the airplane straight. Rudder effectiveness is a function of airspeed – more air flowing over the rudder airfoil gives it the ability to produce more horizontal lift.

1.1.2 Accelerated Slipstream

Because the engines on a conventional twin are wing-mounted, additional lift is produced by the accelerated slipstream of the propeller wash over the wing surface. The loss of thrust on one wing results in a loss of lift on that wing which produces an imbalance of lift between the two

wings, leading to a rolling moment toward the inoperative engine. This rolling tendency must be counteracted with aileron deflection.

1.1.3 Summary

Because of the above listed factors (asymmetric thrust and accelerated slipstream), both produced by the operating engine, there is a tendency for the airplane to *both roll and yaw* into the inoperative engine!

1.2 Engine-Inoperative Performance

1.2.1 Loss of Horsepower

A common misconception is that with one engine out, a twin will have half the climb performance that it would with both engines. In reality, for aircraft with a maximum gross weight of less than 6,000 pounds, there is no requirement that they be capable of level flight or climb for *any* weight or flight condition! The only requirement is that the rate of climb or descent be determined. Many light twins are not capable of holding altitude with one engine.

The Duchess has two 180-HP engines for a total of 360 HP, and requires about 140 HP to maintain level flight. Losing one engine drastically cuts the horsepower available for climb performance:

360	total HP available
(140)	HP for level flight
220	HP left for climb performance
(180)	HP – loss of an engine
40	HP now available for climb

Table 1.1: Single engine performance for the Duchess.

This means we now have only approximately 20% (40/220) climb performance remaining. In addition, it should be stressed that the airplane must be cleaned up to climb. Anything that creates drag will require additional horsepower and will decrease the airplane's climb performance.

Further, realize that 180 HP is the rated horsepower for sea-level standard conditions. Depending on density altitude (pressure altitude and temperature) effective horsepower may be less than 180 HP. This means that you *may not be able to maintain altitude with only one engine*. Maintaining V_{yse} (blue line) will give you a best rate of climb or the least rate of descent.

1.2.2 V_{yse} (Blue Line)

V_{yse} is the maximum rate of climb (or minimum rate of sink) airspeed for a single-engine configuration. It represents the maximum lift over drag ratio (L/D_{max}) with one engine operating, and may be likened to the best glide speed in a single-engine airplane. At slower airspeeds, induced drag becomes more prominent. At faster speeds, parasite drag becomes more prominent.

V_{yse} is the minimum speed to use during all phases of flight and is to be exceeded until committed to land on short final. V_{yse} is the minimum speed above which you can commit to a continued takeoff. V_{yse} is the minimum speed to use during emergencies involving an engine failure. V_{yse} is marked by a **Blue Line** on the airspeed indicator (85 KIAS on the Duchess).

1.2.3 Drag Factors

With one engine inoperative, several factors will determine whether or not you'll be able to maintain altitude, climb or descend. These drag factors increase the horsepower required for level flight, and eat into the excess horsepower which could be used for climb. All figures are approximate and will vary with density altitude:

1. Not at V_{yse} – High or low by 5 knots: **100 fpm descent**
2. Gear Down: **250 fpm descent**
3. Full Flaps: **350 fpm descent** (flaps @ 20 = 150 fpm descent)
4. Critical engine windmilling: **300 fpm descent**

Single engine goarounds may be impossible and **shall not be attempted with flap settings beyond 20 degrees**.

Each twin has a single engine service ceiling and an absolute single engine ceiling:

- The **single-engine service ceiling** (Duchess: 6000 ft @ ISA) is the maximum *density altitude* the airplane can sustain a 50 fpm climb with max power on the good engine in the clean configuration.
- The **single-engine absolute ceiling** (Duchess: approximately 7800 ft @ ISA) is the maximum *density altitude* the airplane can maintain on one engine with max power in the clean configuration. This is also the altitude where V_{yse} and V_{xse} meet.

1.2.4 Engine-Inoperative Controllability

In a single-engine airplane, keeping the aircraft under control (avoiding a stall) is critical. Even if performance is below that required to maintain level flight, we accept a descent and a controlled landing rather than try to hold off the descent and get into a stall/spin situation. While stalls are a concern in multi-engine aircraft, another important consideration is the possible loss of directional control if airspeed is not managed correctly.

With all this in mind, it can be said that the battle for controllability is one between engine and rudder. Anything that increases the difference in thrust between the two engines will decrease controllability, and anything that makes the rudder more able to counteract the thrust difference will increase controllability.

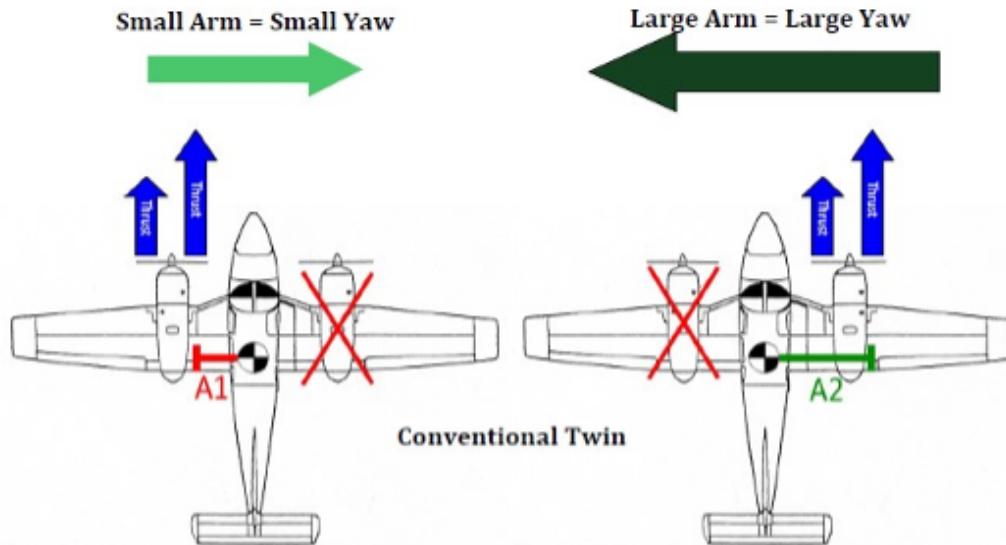
1.2.5 Critical Engine and Critical Engine Factors

The critical engine is the engine whose failure most adversely affects the performance and controllability of the airplane. In general, one of the engines will have a larger yaw moment and the airspeed needs to be higher in order to balance it out. When the airplane has counter-rotating props (such as the Duchess) there is no critical engine. On most twins, both propellers rotate clockwise when viewed from the cockpit. On these aircraft, the left engine is critical. The reasons for this are explained below.

The following discussion assumes a conventional light twin, with two clockwise-rotating propellers. On such airplanes, the critical engine is the left engine, because the left-turning tendencies of the right engine add to its asymmetric thrust. The left turning tendencies are discussed below. (PAST)

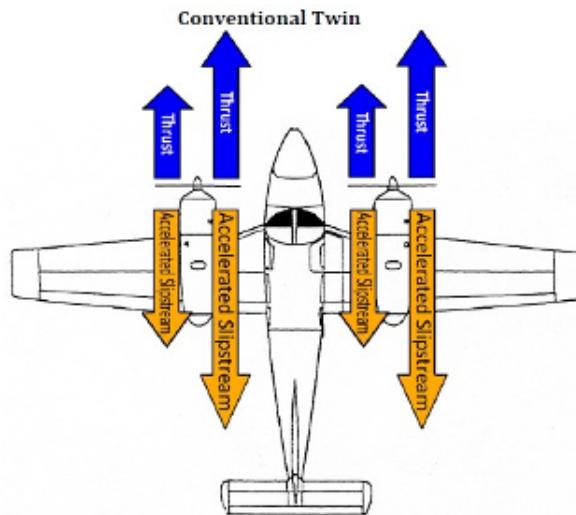
P factor

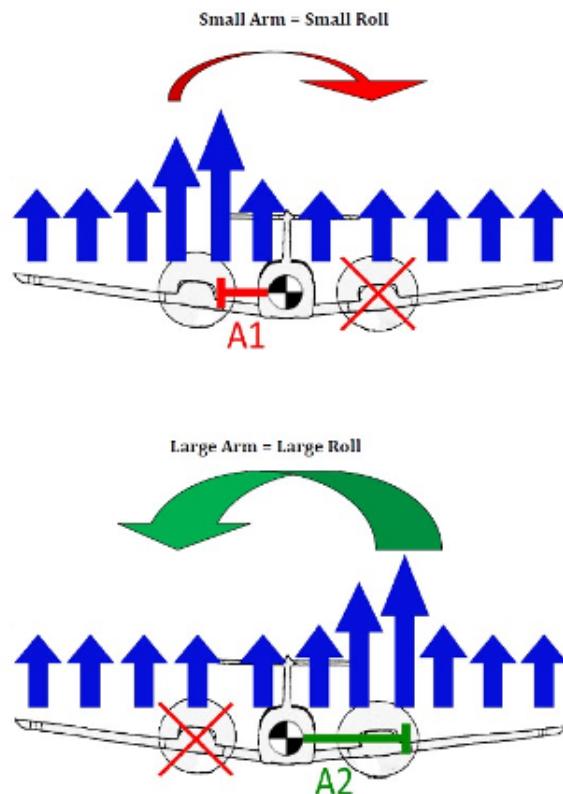
The descending blade produces more thrust than the ascending blade. The descending blade on the right engine has a longer moment arm (A2) than on the left engine (A1). This produces greater asymmetric thrust when the right engine is operating than when the left engine is operating.



Accelerated Slipstream

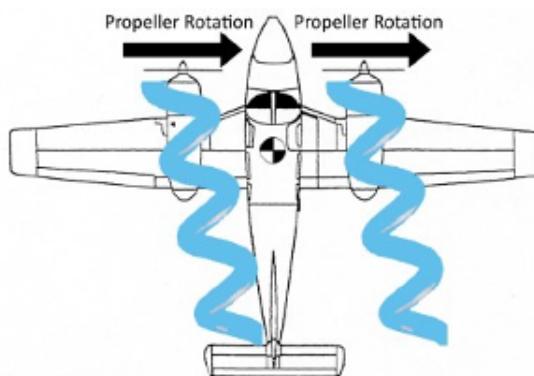
The loss of induced airflow created by the propeller over the dead engine wing results in a loss of lift on that wing. This loss of lift causes a roll towards the dead engine and will require additional aileron deflection into the operating engine. Due to P-factor, the accelerated slipstream of the right engine has a longer moment-arm (A2) than the left engine (A1) because the descending (greater-thrust) propeller blade is outboard.





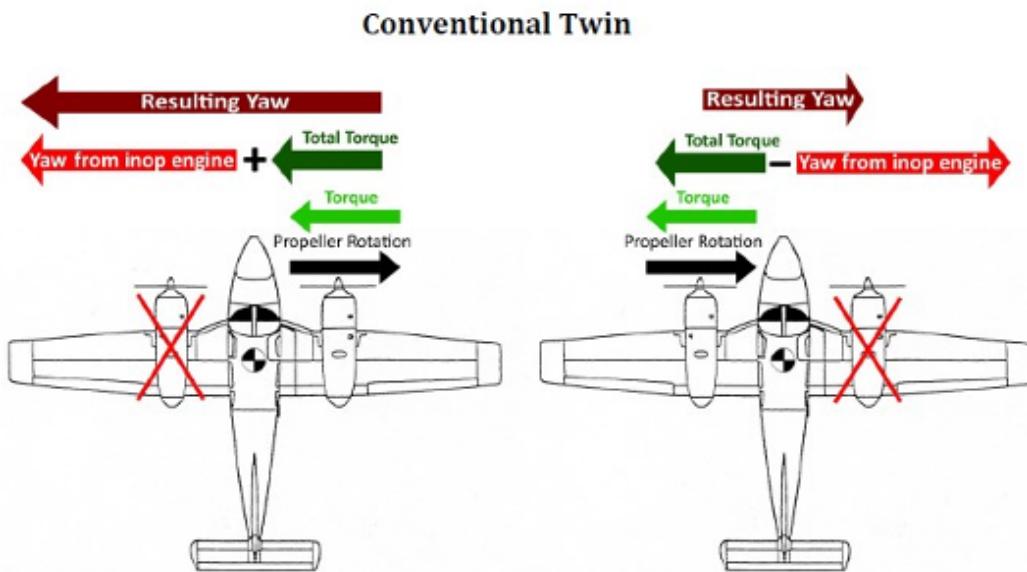
Spiraling Slipstream

Both engines produce spiraling slipstreams, but the left engine's spiraling slipstream is directed towards the rudder, making it more effective. The right engine's spiraling slipstream is directed away from the rudder. In the event of left engine failure, the rudder becomes less effective due to the loss of the critical engine's spiraling slipstream. Therefore, with critical engine failure maintaining directional control requires more rudder authority.



Torque

Torque is the opposite reaction to the clockwise turning of the propellers. Both engines produce a rolling tendency to the left. With the right engine operating (critical engine inoperative), torque adds to the yaw/roll produced by asymmetric thrust. With the left engine operating, torque counteracts the yaw/roll produced by asymmetric thrust.



1.2.6 V_{MC}

V_{mc} is defined as the minimum speed at which you can maintain directional control with the sudden loss of the critical engine. The actual speed at which you will lose directional control will vary depending on conditions on a given day. The *published V_{mc} airspeed* is dictated by a set of conditions in 14 CFR (FAR) 23.149. V_{mc} is marked with a **red line** on the airspeed indicator. For the Duchess, this airspeed is **65 KIAS**.

On August 30, 2017, a substantial rewrite of 14 CFR (FAR) 23 went into effect. This rewrite eliminated 23.149 from the current regulations. However, it remains the certification basis for many of the light piston twin airplanes we fly today. For light twins certificated under the new Part 23, such as the Tecnam P2006, we would see similar requirements under 14 CFR (FAR) 23.2xxx. Since this document focuses on the Duchess, we restrict our discussion to the “old” 14 CFR (FAR) 23, which is archived on ecfr.gov.

1.2.7 Determination of V_{MC}

Under the “old” 14 CFR Part 23, manufacturers of multiengine aircraft were required to demonstrate and publish a V_{mc} (minimum control airspeed) under the following specific conditions, which are either set for Standardization (S), or are the Worst Case (W):

1. **Standard Day (S)** (15°C and 29.92" at sea level)
2. **Maximum sea level takeoff weight (S)**
3. **The most rearward allowable center of gravity (W)**
4. **The critical engine failed (W)** and the propeller is
 - (a) Windmilling, or
 - (b) Feathered, if the aircraft has an auto feather system (rare in light twins)
5. **Takeoff at maximum available power on the good engine (W)**
6. **Landing gear up (W)**
7. **Flaps in the takeoff position (S)**
8. **No more than 5° of bank into the good engine (S)**

A further factor is the pilot ability, Part 23 states that recovery from loss of directional control at V_{mc} should not require more than average pilot technique and the recovery should be accomplished within 20° of original heading.

Apart from the 5° bank, max gross weight, standard day, and flaps, the remaining factors are all worst case, and they lead to the highest V_{mc} to be published by the manufacturer (65 KIAS for the Duchess), or are related to the takeoff scenario.

When considering V_{mc} , realize that lower V_{mc} is better. Anything that lowers V_{mc} will increase controllability at lower airspeed, giving more margin for error in single-engine operation.

Conditions that the FAA Requires for Published V_{mc} (14 CFR 23.149)

What follows is a list of conditions required to be met by manufacturers in determining the published V_{mc} value for certification. Understanding the regulatory criteria is important for understanding how existing conditions and aircraft control influence single-engine controllability.

The conditions required for certification represent the worst-case scenario for controllability: an engine failure shortly after takeoff, with the aircraft in the climb-out configuration. However, not every condition required for certification is necessarily worst-case (W); some conditions are specified primarily for standardization purposes (S).

Standard conditions (ISA: 15°C and 29.92" Hg) (Standardization)

V_{mc} decreases with increase density altitude. Any condition that decreases power on the operating engine such as increased altitude, low air density or high temperature will in turn mean less thrust, which creates less yaw, so V_{mc} will decrease. The opposite is also true for any condition that increases power, such as lower altitude, high density or low temperature, which will increase V_{mc} .

Memory aid: Hot = Good

Maximum sea-level power on operating engine (Worst case)

Maximum power on the good engine increases V_{mc} due to increased asymmetric thrust.

Critical engine windmilling or auto-feathered if installed (Worst case)

The windmilling propeller creates drag, which is asymmetric. Therefore, more rudder authority will be required to offset this asymmetric drag. V_{mc} is higher with a windmilling propeller on the inoperative engine.

Landing gear retracted (Worst case)

The gear and gear doors extended tend to act like keels on a boat and resist rolling and yawing tendencies by shifting the center of gravity down the vertical axis of the airplane. Additionally, on a tricycle-gear airplane, the main gear are located aft of the center of gravity and produce *stabilizing drag* when extended, like a drag chute would. V_{mc} is *lower with gear down*.

Flaps in the takeoff configuration (Standardization)

A number of considerations determine the relationship between flap setting and V_{mc} . With flaps extended a lesser angle of attack is necessary to produce the same amount of lift. Therefore, P-factor is less as well as yaw. Additionally, flaps increase drag aft of the C.G., providing a stabilizing effect. However, deploying flaps creates additional lift on the wing with the operating engine since lift increases with the same airspeed. Therefore it is not straightforward to say that V_{mc} changes one way or the other with flaps deployed, and this relationship may vary depending on the airplane.

The Duchess procedures call for flaps fully retracted for takeoff.

Maximum 5° bank into good engine (Standardization)

The maximum bank allowed by the regulations for V_{mc} determination is five degrees. Any sideslip toward the good engine increases controllability due to increased rudder effectiveness – the sideslip results in weathervaning tendencies toward the operating engine. Likewise, sideslip toward the inoperative engine decreases controllability by introducing a weathervaning moment away from the operating engine. Specifying a maximum of five degrees limits the manufacturers to a realistic bank angle.

It should be remembered that a bank angle of three degrees towards the good engine with the ball 1/2 off-center results in minimum drag and maximum climb. Five degrees of bank towards the good engine actually results in a sideslip toward the good engine, increasing drag but increasing controllability.

Maximum gross weight (Standardization)

V_{mc} is determined at max gross weight. Primarily this is a reference point for standardization purposes.

When the airplane is banked, a sideslip occurs because a component of weight is acting along the wing (similar to the idea of a wing-down crosswind approach). The spanwise component of weight and sideslip is greater at a higher weight than a lower weight. Because of this, when the airplane is banked into the operative engine beyond the zero-sideslip angle, V_{mc} increases with the decrease in weight, and vice versa.

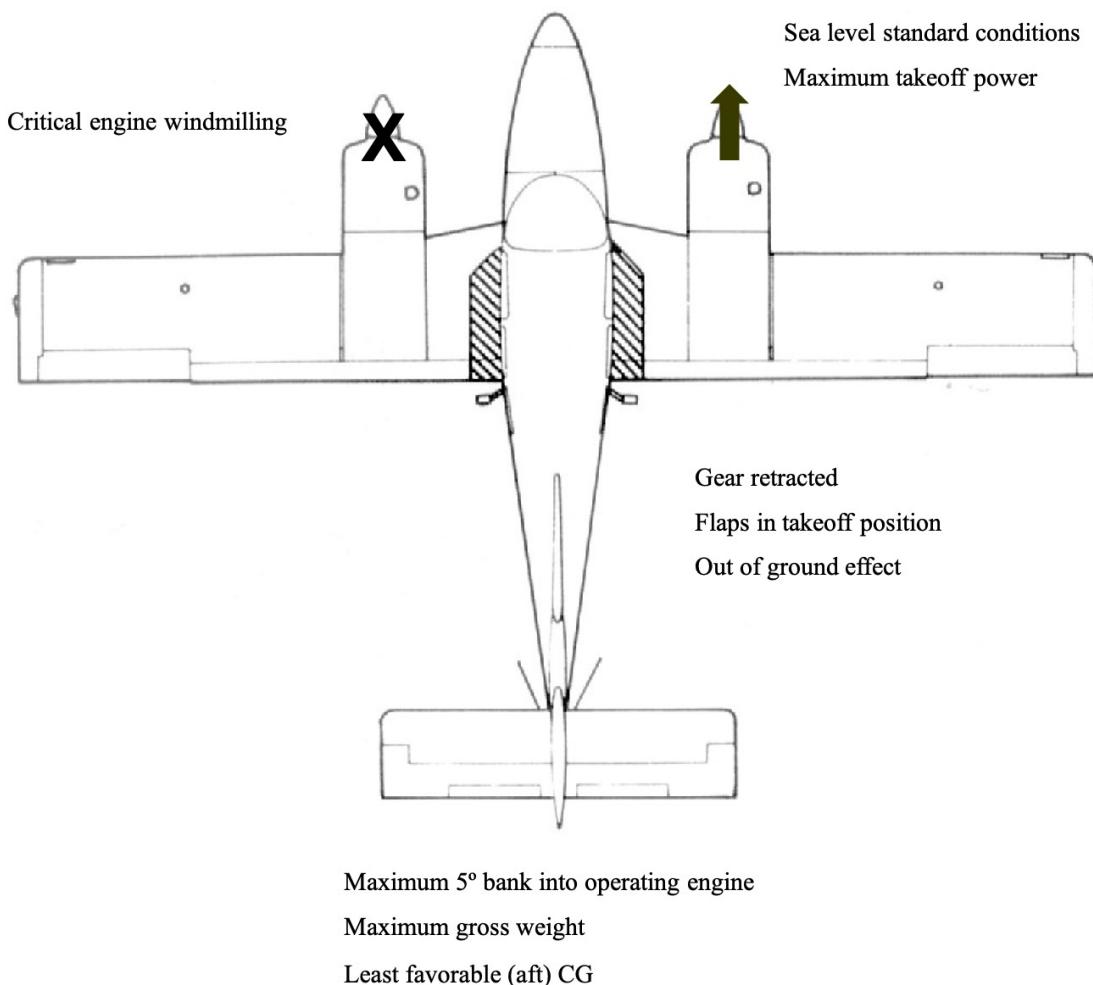
Memory aid: Weight increases side slip effectiveness and lowers V_{mc} .

Most adverse CG (usually aft legal CG limit) (Worst case)

As the CG moves aft, the moment arm between the rudder and C.G. is shortened, producing less leverage for the rudder. The further aft the C.G., the more rudder authority is required to offset the asymmetric thrust, requiring greater airspeed. V_{mc} is higher with an aft C.G.

Ground effect negligible (Worst case)

In ground effect there is a reduction in induced drag, so if an engine failure should occur while in ground effect a lower than normal angle of attack would be required to create the same amount of lift as when out of ground effect. A lower angle of attack would decrease the effect of P-factor, reduce yaw, and lower V_{mc} . Operating out of ground effect results in a higher V_{mc} than in ground effect.



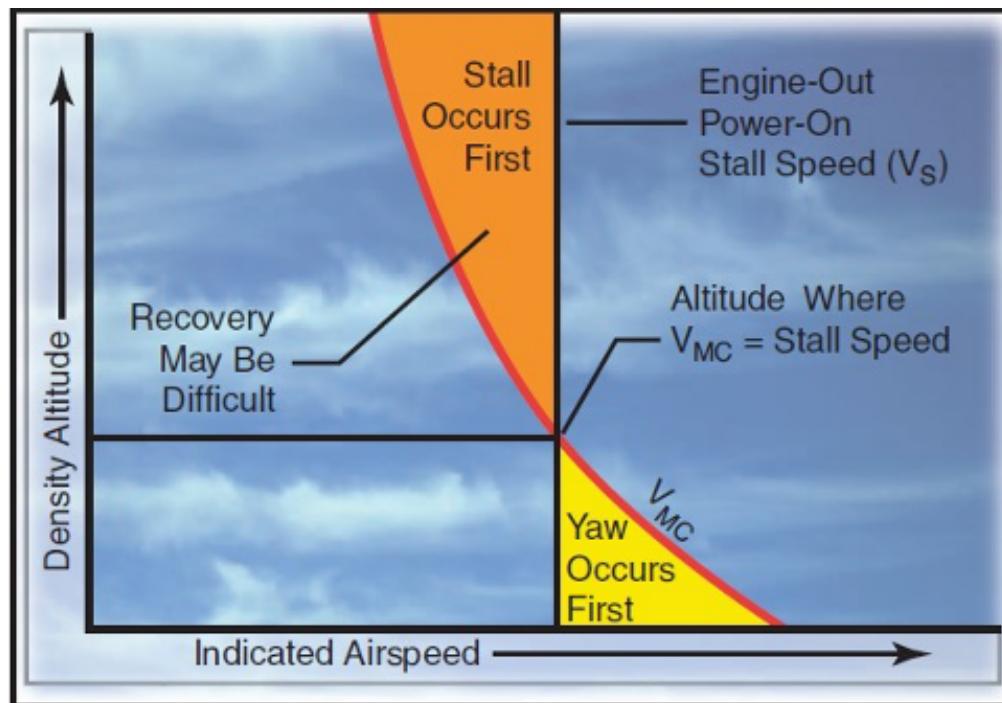
*Memory aid: Any increase in yaw or decrease in rudder authority **increases V_{mc}** !*

Memory aid: In the least favorable (aft) CG, the arm to the rudder is reduced, so the rudder is less effective.

1.3 Altitude vs. V_{MC} and Stall Speed

As density altitude increases, V_{mc} will decrease due to less power output from the operating engine (you'll lose directional control at a slower airspeed). Indicated stall speed remains relatively constant for all density altitudes. Thus, it is easily possible for V_{mc} to be lower than stall speed. When this happens a possible spin could develop during V_{mc} demonstrations or during other single-engine operation, real or simulated.

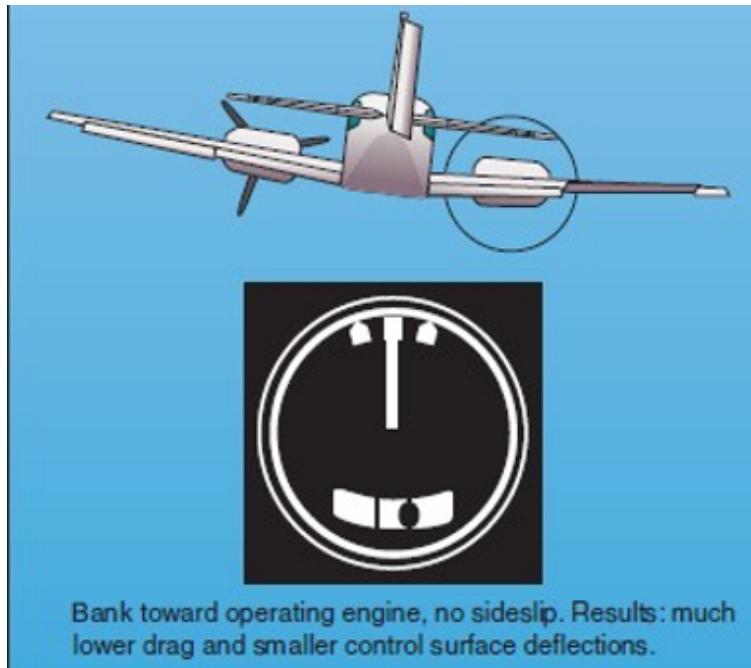
If loss of directional control occurs during single-engine operation, **IMMEDIATELY** reduce power on the good engine and lower the nose to regain airspeed.



1.4 The Zero-Sideslip Condition

As previously stated, a twin with only one engine operating must counteract the yaw and roll produced by asymmetric thrust with rudder and aileron. The asymmetric thrust and the **horizontal lift** produced by the rudder result in a net sideslip toward the **inoperative** engine when the wings of the airplane are held level, causing a turn *away* from the operating engine. This sideslip increases drag and degrades performance just as a sideslip would in a single.

To overcome this sideslip, the airplane must be banked into the operative engine. The sideslip caused by the bank angle and ball half-centered cancels out the sideslip created by the engine and rudder resulting in a **zero-sideslip condition**. The zero-sideslip condition reduces drag and therefore improves climb performance (or minimizes rate of descent). In the Duchess, the bank angle that results in zero sideslip is approximately three degrees.



Bank toward operating engine, no sideslip. Results: much lower drag and smaller control surface deflections.

Memory aid: Heavier means good engine is less effective, which reduces V_{mc} .

Memory aid: Tail induces centripetal force which turns the airplane. So, you have to counteract that turn with a bank angle of 3°.

Chapter 2

Limitations

2.1 Duchess Speeds

V_{MC}	65	Minimum control speed.
V_{S0}	60	Stall: landing configuration.
V_{S1}	70	Stall: clean configuration.
V_{XSE}	85	Best rate of climb, one engine.
V_{YSE}	85	Best angle of climb, one engine.
V_{SSE}	71	Intentional one engine inoperative speed.
V_A	132	Maneuvering speed (at Max gross weight).
V_{LO}	140/112	Landing gear operating extend/retract.
V_{LE}	140	Max landing gear extended.
V_{FE}	120/110	Max flaps extended 20/35.
V_{NO}	154	Max structural cruising speed.
V_{NE}	194	Never exceed speed.
V_R	71	Rotation speed. For training purposes, V_R is increased to 80.
V_X	71	Best angle of climb.
V_Y	85	Best rate of climb.
	140	Emergency descent. <i>Do not exceed!</i>
	100	Emergency landing gear extension (free fall), maximum.
	95	Best glide: 12:1 with propellers feathered.
	25	Maximum demonstrated crosswind component.

2.2 Weight Limits

Maximum Ramp Weight	3916 Pounds
Maximum Takeoff Weight	3900 Pounds
Maximum Landing Weight	3900 Pounds
Maximum Zero Fuel Weight	3500 Pounds
Maximum Baggage Compartment Load	200 Pounds

Chapter 3

Emergency Procedures

KNOW PROCEDURES BY MEMORY!

3.1 Engine Failure in Flight (above 3000' AGL)

3.1.1 Procedures

Maintain directional control!

ALL AVAILABLE POWER:

1. PITCH FOR **BLUE LINE** - V_{yse} (85 KIAS),
OR maintain altitude at a higher airspeed if able.
2. **MIXTURES SET** (max available power)
3. **PROPELLERS** Full Forward
4. **THROTTLES** Full Power

CLEAN UP:

1. **FLAPS UP** (or as required)
2. **GEAR UP** (or as required)
3. Trim and bank into good engine.

IDENTIFY/VERIFY:

1. **IDENTIFY** Dead foot = dead engine.
2. **VERIFY** Power idle on dead engine. No change in performance - verified.

FIX OR FEATHER:

- **DECISION** Based upon situation/altitude (Restart or Feather?)

Rarely do engines fail suddenly and completely (fuel starvation is the exception). If an engine is running poorly, but developing some power, **you are better off letting it run** (above 3000 AGL)

until you sort out the problem. The decision to feather should be made with some deliberation. A catastrophic engine failure would require feathering the engine (avoiding a potential fire), however, a rough running engine should not be feathered as any horsepower it is producing potentially helps.

The exception is during a critical phase of flight, such as initial climb-out, approach or landing. During these phases of flight the propeller on the problem engine should be feathered immediately, as there is not enough time to safely perform the fix procedures. Maintaining aircraft control is *the priority* and you should land as soon and as safely as possible.

FIX:

CHECK (Red Items) - only on affected engine.

1. Fuel - ON
2. Carburetor Heat - ON
3. Mixture - SET (max available power)
4. Boost Pumps - ON
5. Magnetos - CYCLE Left - Right - Both

WARNING Feathering the wrong engine is incredibly dangerous! Work methodically to make certain the correct engine is feathered.

FEATHER:

1. Feather Propeller on inoperative engine.
2. Power as needed on good engine to maintain altitude/airspeed.
Minimum speed: **BLUE LINE 85 KIAS**.

Memory aid: 3° bank for slip.

SHUTDOWN AND SECURE ENGINE:

- Mixture - Idle Cutoff
- Fuel Selector - OFF
- Cowl Flaps - Open on operative engine, closed on inoperative engine.
- Fuel Pump - OFF
- Magnetos - OFF
- Alternator Switch - OFF
- Notify ATC.
- Land as soon as practical.

**** NOW REFER TO CHECKLIST. ****

3.2 Engine Failure During or After Takeoff

3.2.1 Procedures

**DURING INITIAL CLIMB OUT THE NOSE NEEDS TO BE LOWERED
5 DEGREES OR MORE TO MAINTAIN 85 KIAS!!!**

Bank approximately **3 degrees** toward the good engine with the rudder ball half out toward the good engine. This will provide maximum climb performance. **Each degree of bank back toward the inoperative engine increases V_{mc} by 3 knots per degree.** Therefore, with only a **2 degree** bank toward the operative engine, V_{mc} might be **3 knots higher than published.**

If the pilot inadvertently or instinctively tries to hold wings level in an engine out situation, **V_{mc} CAN INCREASE AS MUCH AS 15 KNOTS. THE AIRCRAFT COULD BE UNCONTROLLABLE AT A SPEED AS HIGH AS V_{yse} !** This situation **WILL EXIST** if the pilot flies wings level and tries to maintain heading with the ball centered.

Memory aid: Raise the dead (engine).

3.2.2 Power-Loss Briefing (Before Takeoff)

A power loss briefing is to be given before takeoff to remind the pilot of the actions to be taken in the event of a power loss during or after the takeoff roll. Time is critical so actions must be immediate but deliberate.

Loss of directional control on the ground:

- Throttles - IDLE
- Regain Control (mostly rudder)
- Brake straight ahead

Airborne loss of directional control: usable runway remaining and gear down:

- Throttles – IDLE
- Land
- Brake straight ahead

Airborne loss of directional control: no usable runway remaining or gear up:

- All available power (maintain Heading and Blue Line):
- Clean Up
 - Flaps – UP
 - Gear – UP
- Identify dead engine
- Verify dead engine
- Feather dead engine
- Return for landing

3.3 Airman Certification Standards

Source: *FAA-S-ACS-7B, Commercial Pilot for Airplane Category Airman Certification Standards, November 2023*

3.3.1 X.A Maneuvering with One Engine Inoperative (AMEL, AMES)

References: *FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-25; FAA-P-8740-66; POH/AFM*

Objective: To determine the applicant exhibits satisfactory knowledge, risk management, and skills associated with maneuvering with one engine inoperative.

Note: See Appendix 2: *Safety of Flight* and Appendix 3: *Aircraft, Equipment, and Operational Requirements & Limitations* for information related to this Task.

Knowledge: The applicant demonstrates understanding of:

CA.X.A.K1 Factors affecting minimum controllable speed (VMC)

CA.X.A.K2 VMC (red line) and best single-engine rate of climb airspeed (VYSE) (blue line).

CA.X.A.K3 How to identify, verify, feather, and secure an inoperative engine.

CA.X.A.K4 Importance of drag reduction, including propeller feathering, gear and flap retraction, the manufacturer's recommended control input and its relation to zero sideslip.

CA.X.A.K5 Feathering, securing, unfeathering, and restarting.

Risk

Management:

The applicant is able to identify, assess, and mitigate risk associated with:

CA.X.A.R1 Potential engine failure during flight.

CA.X.A.R2 Collision hazards.

CA.X.A.R3 Configuring the airplane.

CA.X.A.R4 Low altitude maneuvering, including stall, spin, or controlled flight into terrain (CFIT).

CA.X.A.R5 Distractions, task prioritization, loss of situational awareness, or disorientation.

Skills: The applicant exhibits the skill to:

CA.X.A.S1 Recognize an engine failure, maintain control, use manufacturer's memory item procedures, and use appropriate emergency procedures.

CA.X.A.S2 Set the engine controls, identify and verify the inoperative engine, and feather the appropriate propeller.

CA.X.A.S3 Use flight controls in the proper combination as recommended by the manufacturer, or as required to maintain best performance, and trim as required.

CA.X.A.S4 Attempt to determine and resolve the reason for the engine failure.

CA.X.A.S5 Secure the inoperative engine and monitor the operating engine and make necessary adjustments.

CA.X.A.S6 Restart the inoperative engine using manufacturer's restart procedures.

CA.X.A.S7 Maintain altitude ± 100 feet or minimum sink rate if applicable, airspeed ± 10 knots, and selected headings $\pm 10^\circ$.

CA.X.A.S8 Complete the appropriate checklist(s).

3.3.2 IX.E Engine Failure During Takeoff Before VMC (Simulated) (AMEL, AMES)

References: *FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-25; FAA-P-8740-66; POH/AFM*

Objective: To determine the applicant exhibits satisfactory knowledge, risk management, and skills associated with engine failure during takeoff before minimum controllable airspeed (VMC).

Note: *See Appendix 2: Safety of Flight and Appendix 3: Aircraft, Equipment, and Operational Requirements & Limitations for information related to this Task.*

Knowledge: The applicant demonstrates understanding of:

CA.IX.E.K1 Factors affecting minimum controllable speed (VMC).

CA.IX.E.K2 VMC (red line) and best single-engine rate of climb airspeed (VYSE) (blue line).

CA.IX.E.K3 Accelerate/stop distance.

Risk

Management: The applicant is able to identify, assess, and mitigate risk associated with:

CA.IX.E.R1 Potential engine failure during takeoff.

CA.IX.E.R2 Configuring the airplane.

CA.IX.E.R3 Distractions, task prioritization, loss of situational awareness, or disorientation.

Skills: The applicant exhibits the skill to:

CA.IX.E.S1 Close the throttles smoothly and promptly when a simulated engine failure occurs.

CA.IX.E.S2 Maintain directional control and apply brakes (AMEL), or flight controls (AMES), as necessary.

3.3.3 IX.F Engine Failure After Liftoff (Simulated) (AMEL, AMES)

References:	FAA-H-8083-2, FAA-H-8083-3, FAA-H-8083-25; FAA-P-8740-66; POH/AFM
Objective:	To determine the applicant exhibits satisfactory knowledge, risk management, and skills associated with engine failure after liftoff.
Note:	<i>See Appendix 2: Safety of Flight and Appendix 3: Aircraft, Equipment, and Operational Requirements & Limitations for information related to this Task.</i>
Knowledge:	The applicant demonstrates understanding of:
<i>CA.IX.F.K1</i>	Factors affecting minimum controllable speed (VMC).
<i>CA.IX.F.K2</i>	VMC (red line), VYSE (blue line), and safe single-engine speed (VSSE).
<i>CA.IX.F.K3</i>	Accelerate/stop and accelerate/go distances.
<i>CA.IX.F.K4</i>	How to identify, verify, feather, and secure an inoperative engine.
<i>CA.IX.F.K5</i>	Importance of drag reduction, including propeller feathering, gear and flap retraction, the manufacturer's recommended control input and its relation to zero sideslip.
<i>CA.IX.F.K6</i>	Simulated propeller feathering and the evaluator's zero-thrust procedures and responsibilities.
Risk Management:	The applicant is able to identify, assess, and mitigate risk associated with:
<i>CA.IX.F.R1</i>	Potential engine failure after lift-off.
<i>CA.IX.F.R2</i>	Collision hazards.
<i>CA.IX.F.R3</i>	Configuring the airplane.
<i>CA.IX.F.R4</i>	Low altitude maneuvering, including stall, spin, or controlled flight into terrain (CFIT).
<i>CA.IX.F.R5</i>	Distractions, task prioritization, loss of situational awareness, or disorientation.
Skills:	The applicant exhibits the skill to:
<i>CA.IX.F.S1</i>	Promptly recognize an engine failure, maintain control, and use appropriate emergency procedures.
<i>CA.IX.F.S2</i>	Establish VYSE; if obstructions are present, establish best single-engine angle of climb speed (VXSE) or VMC +5 knots, whichever is greater, until obstructions are cleared. Then transition to VYSE.
<i>CA.IX.F.S3</i>	Reduce drag by retracting landing gear and flaps in accordance with the manufacturer's guidance.
<i>CA.IX.F.S4</i>	Simulate feathering the propeller on the inoperative engine (evaluator should then establish zero thrust on the inoperative engine).
<i>CA.IX.F.S5</i>	Use flight controls in the proper combination as recommended by the manufacturer, or as required to maintain best performance, and trim as required.
<i>CA.IX.F.S6</i>	Monitor the operating engine and aircraft systems and make adjustments as necessary.
<i>CA.IX.F.S7</i>	Recognize the airplane's performance capabilities. If a climb is not possible at VYSE, maintain VYSE and return to the departure airport for landing, or initiate an approach to the most suitable landing area available.
<i>CA.IX.F.S8</i>	Simulate securing the inoperative engine.
<i>CA.IX.F.S9</i>	Maintain heading $\pm 10^\circ$ and airspeed ± 5 knots.
<i>CA.IX.F.S10</i>	Complete the appropriate checklist(s).

Chapter 4

Normal Procedures

Refer to aircraft checklists for detailed procedures. The procedures listed below should be memorized and chair-flown until familiar.

4.1 Takeoff

Takeoff briefing – GIVEN (see Emergency Procedures)

Taxi into position on the runway for takeoff

Brakes – APPLY AND HOLD

Throttles – 20 MP

Engine Gauges – CHECK IN THE GREEN

Brakes – RELEASE

Throttles – FULL

Airspeed Indicator – CHECK ALIVE

Rotate at 80 KIAS

Gear Up (when positive rate of climb)

Climb at 90 KIAS

4.2 Climb

At 500' AGL:

Throttles – 25" MP

Propellers – 2500 RPM

Cruise climb at 100 KIAS

Turn Crosswind or Depart, as Required

If staying in the pattern, at pattern altitude:

Throttles – 20" MP

Propellers – 2400 RPM

4.3 Approach to Landing

Before reaching midfield:

Power – 20" MP / 2400 RPM or as required for 100 KIAS

Gas: Fuel Selectors – ON; Aux Pumps – ON

Undercarriage – DOWN BELOW 140 KIAS

Mixtures – SET (max available power)

Propellers – 2400 UNTIL FINAL

Cowl Flaps – CLOSED

Seat Belts – FASTENED

Abeam the numbers:

Throttles – 15" MP

Flaps – ID, VERIFY, 10 DEGREES (3 SEC.)

Pitch – HALF GROUND / HALF SKY

Airspeed – 100 KIAS

Base leg:

Gear Indicators – 3 GREEN

Flaps – ID, VERIFY, 20 DEGREES (2 SEC.)

Airspeed – 95 KIAS

Power – AS REQUIRED

On final approach (left-to-right flow check):

Gear Indicators – 3 GREEN

Propellers – FULL FORWARD

Mixtures – FULL FORWARD

Flaps – FULL (DN)

Windsock – CHECK

Airspeed – 85 UNTIL SHORT FINAL

Over the threshold – CONFIRM 3 GREEN

4.4 Touch and Go

Touch and go landings are to be performed only with a Pilot's Choice Instructor!

On the runway:

Flaps – IDENTIFIED (wait for instructor to call VERIFIED) and RETRACTED

Cowl Flaps – OPENED

Throttles – ADVANCE FOR TAKEOFF *All Available Power*

4.5 Go-Around

CRAM Power - FULL *All Available Power*

CLIMB Climb at 85 KIAS (*V_{yse}*)

CLEAN Flaps – RETRACT ABOVE 71 KIAS

..... Landing Gear – RETRACT AT 85 AND POSITIVE RATE OF CLIMB

COOL Cowl Flaps - OPEN

CALL Intentions - ANNOUNCE

4.6 VFR Approach Airspeeds and Power Settings

4.6.1 Traffic Pattern

	Airspeed	MP/RPM	Flaps/Configuration
DOWNWIND	110	20"/2400	0
Abeam NUMBERS	100	15"/2400	10° (3 seconds)
BASE	100	15"/2400	20° (2 seconds)
FINAL	90	12-15"/High RPM	Full flaps (optional)
Over NUMBERS	85	12-15"/High RPM	Full flaps (optional)

4.6.2 Take Off and Climb Out

	Airspeed	MP/RPM	Flaps/Configuration
ROTATION	80	Max/High RPM	0
CLIMB	90 (<i>V_{yse}</i> or faster)	25"/2500	0 / Gear up: positive rate, no runway.

4.6.3 Single-Engine Pattern

	Airspeed	MP/RPM	Flaps/Configuration
DOWNWIND	85+	As Required/2600	None.
NUMBERS	85+	20"/2600	As Required.
BASE	85+	17-20"/2600	As Required.
FINAL	85	Reduce/2600	20° (for training)

***GEAR & FLAPS DOWN ONLY WHEN LANDING IS ASSURED!**

Memory aid: Gear Mandatory - Do Early. Flaps Optional - Do Late.

WARNING!

**DO NOT ATTEMPT A ONE-ENGINE INOPERATIVE GO-AROUND
AFTER FLAPS HAVE BEEN FULLY EXTENDED!**

4.7 Instrument Approach Procedures

Memory aid: Recall that VSI depends on ground speed.

4.7.1 Precision Approach, Two Engines

Airspeed	MP/RPM	Configuration	VSI
110	18"/2400	Gear down @ Glide slope	-500

4.7.2 Precision Approach, Single Engine

Airspeed	MP/RPM	Configuration	VSI
110	23"/2500	Gear down @ Glide slope	-500

4.7.3 Non-Precision Approach, Two Engines

Airspeed	MP/RPM	Configuration	VSI
110	15"/2400 @ FAF	Gear down @ FAF	-1000
110	18"/2400 @ MDA	No change	0

4.7.4 Non-Precision Approach, Single Engine

Airspeed	MP/RPM	Configuration	VSI
110	15"/2500 @ FAF	Clean	-1000
110	22"/2500 @ MDA	Gear down landing assured	0

4.7.5 Holding Pattern

Airspeed	MP/RPM	Configuration	VSI
110	18"/2400	Clean	0

Chapter 5

Performance

*All of the following charts have been included for instructional purposes only.
Please refer to POH for all calculations of performance.*

There are two types of charts available for the Duchess that many students are unfamiliar with. A description of these two follows. The rest of the charts are standard.

5.1 Accelerate-Stop Distance Defined

Accelerate-stop distance is the distance required to accelerate to decision speed (71 KIAS for the Duchess) and brake to a complete stop in the event an engine failure occurs at decision speed. It's important to realize that accelerate-stop speed is determined by factory test pilots with prior knowledge of where the failure is to occur. Therefore, the distances given in the performance charts should be considered the absolute best-case scenario.

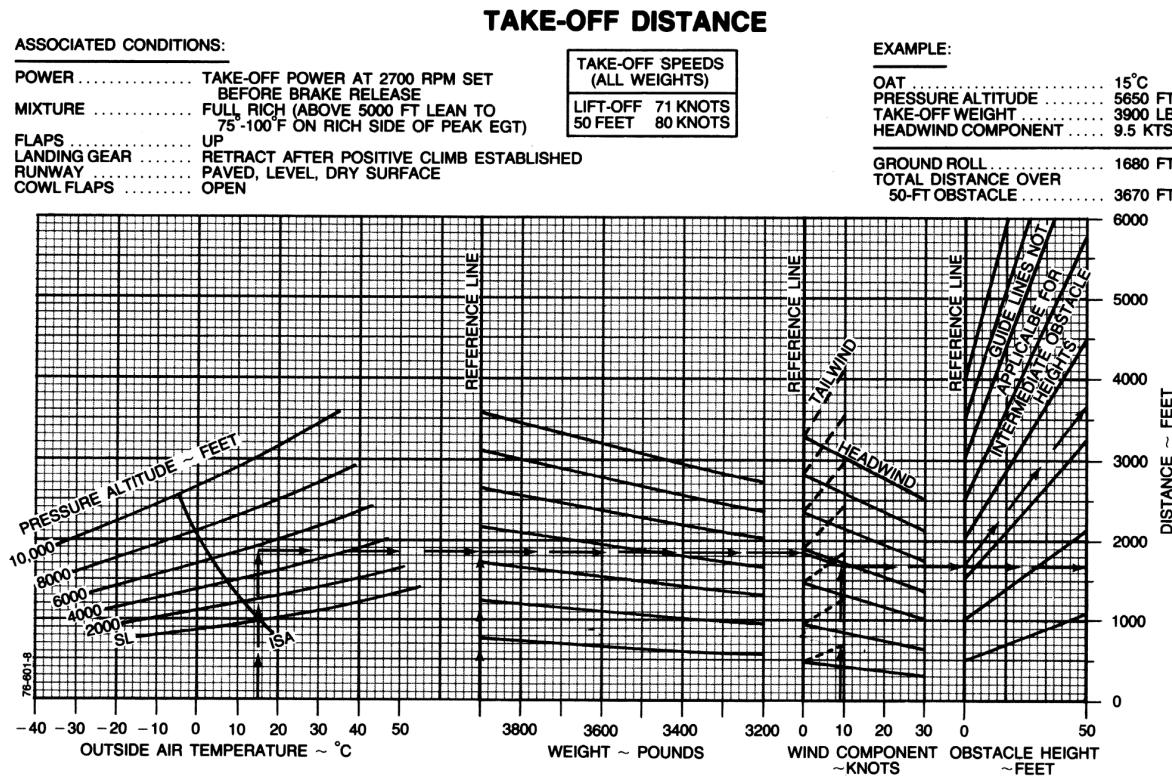
5.2 Accelerate-Go Distance Defined

Accelerate-go distance is the distance required to accelerate to decision speed (71 KIAS for the Duchess) and to continue the takeoff and clear a 50 FT obstacle in the event an engine failure occurs at decision speed. An accelerate-go distance is only applicable if the airplane can get airborne under the prevailing conditions (weight, density altitude); single-engine climb performance may not be possible with the gear down.

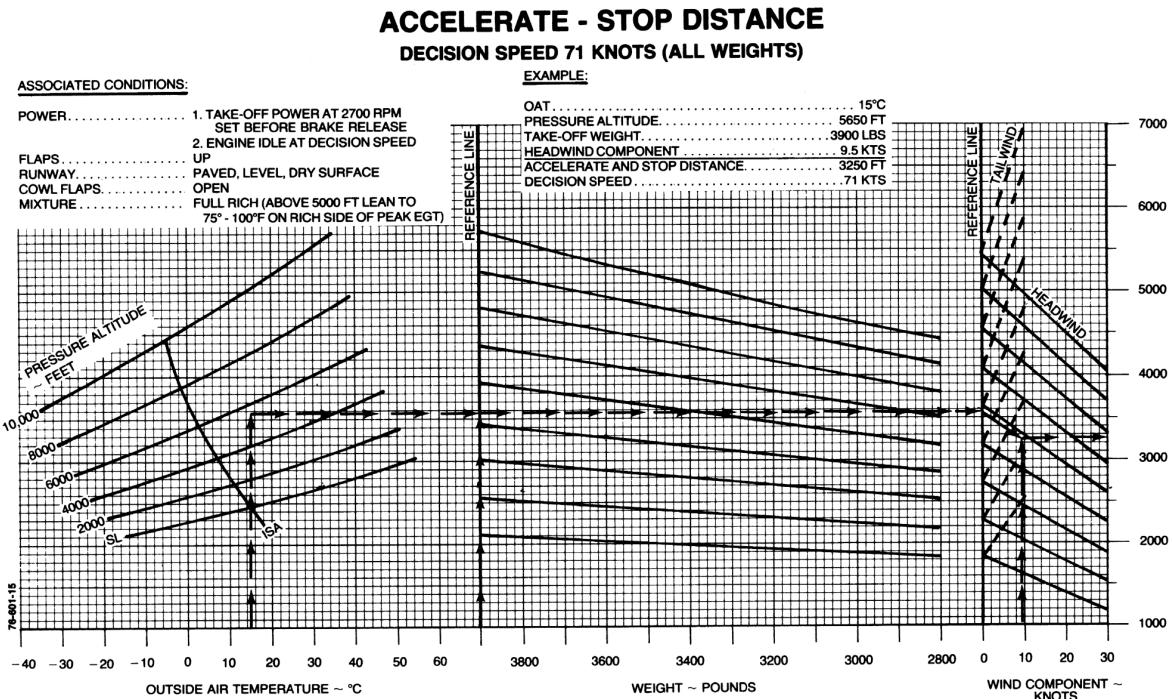
As with accelerate-stop distance, accelerate-go distance figures are determined by factory test pilots with prior knowledge of where the failure is to occur. Regard the distances given in the performance charts as the absolute best-case scenario.

Memory aid: Any weight 3,600 lbs or more is always a no-go! Do an accelerate-stop instead.

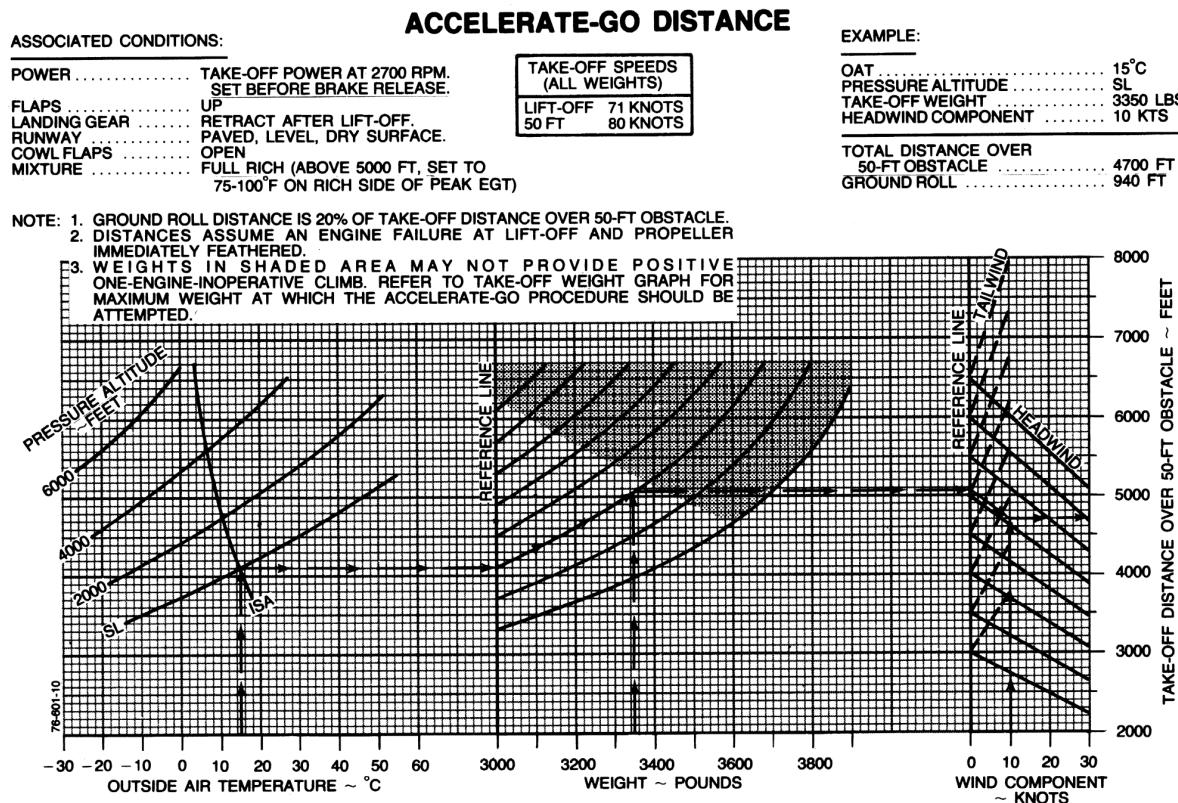
5.3 Takeoff Distance



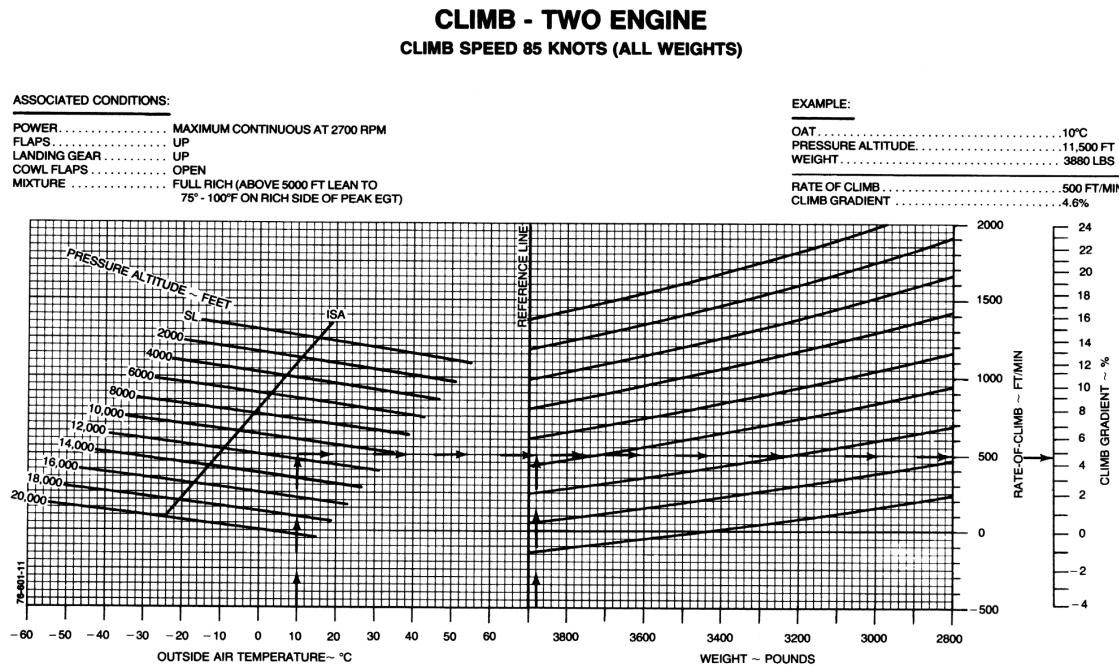
5.4 Accelerate-Stop Distance



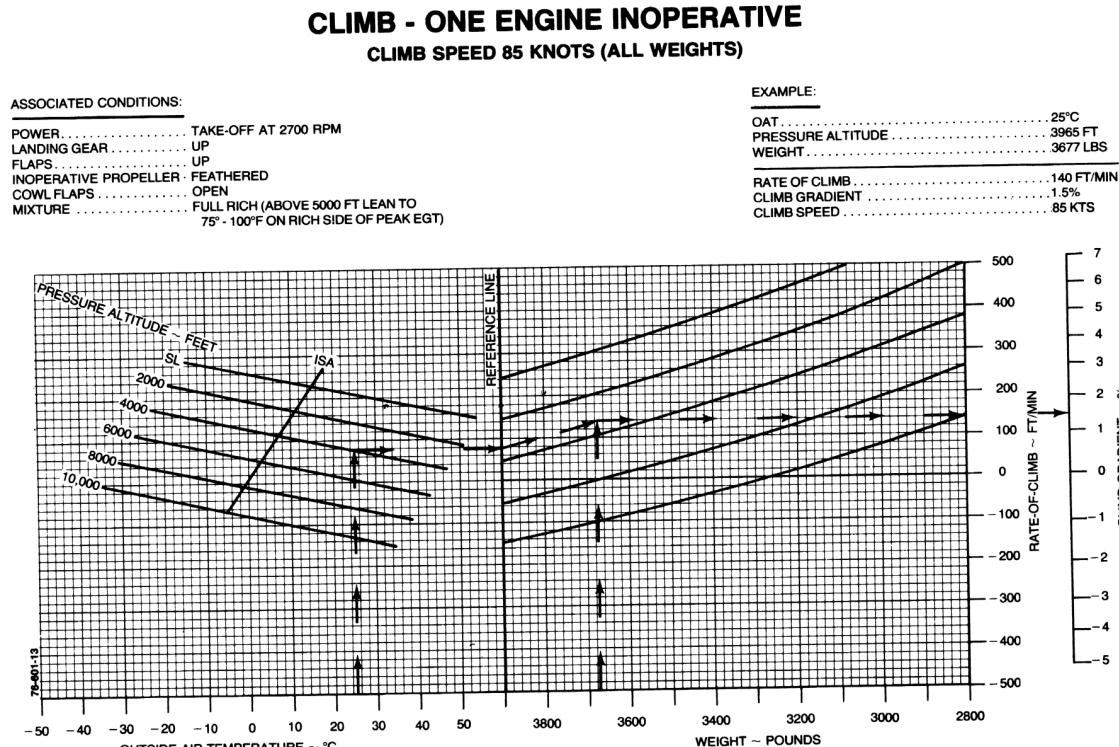
5.5 Accelerate-Go Distance



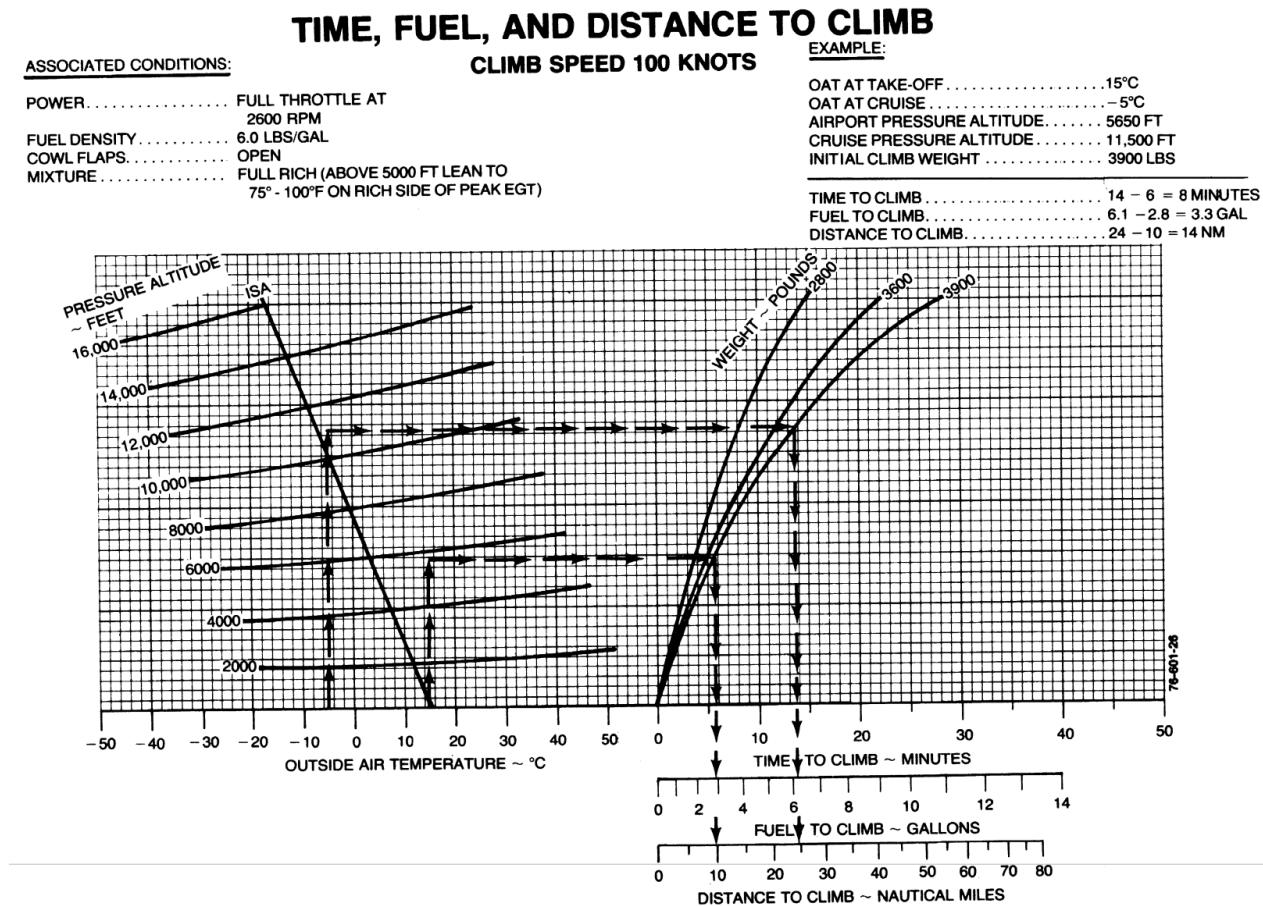
5.6 Two-Engine Climb Rate



5.7 Single-Engine Climb Rate



5.8 Time, Fuel, and Distance to Climb



Memory aid:

	min T	gal F	nmi D
4500	3.5	1.9	6
GTU	0.2	0.1	1
climb	3	1.8	5

5.9 Single-Engine Service Ceiling

SERVICE CEILING - ONE ENGINE INOPERATIVE

CLIMB SPEED - 85 KNOTS (ALL WEIGHTS)

ASSOCIATED CONDITIONS:

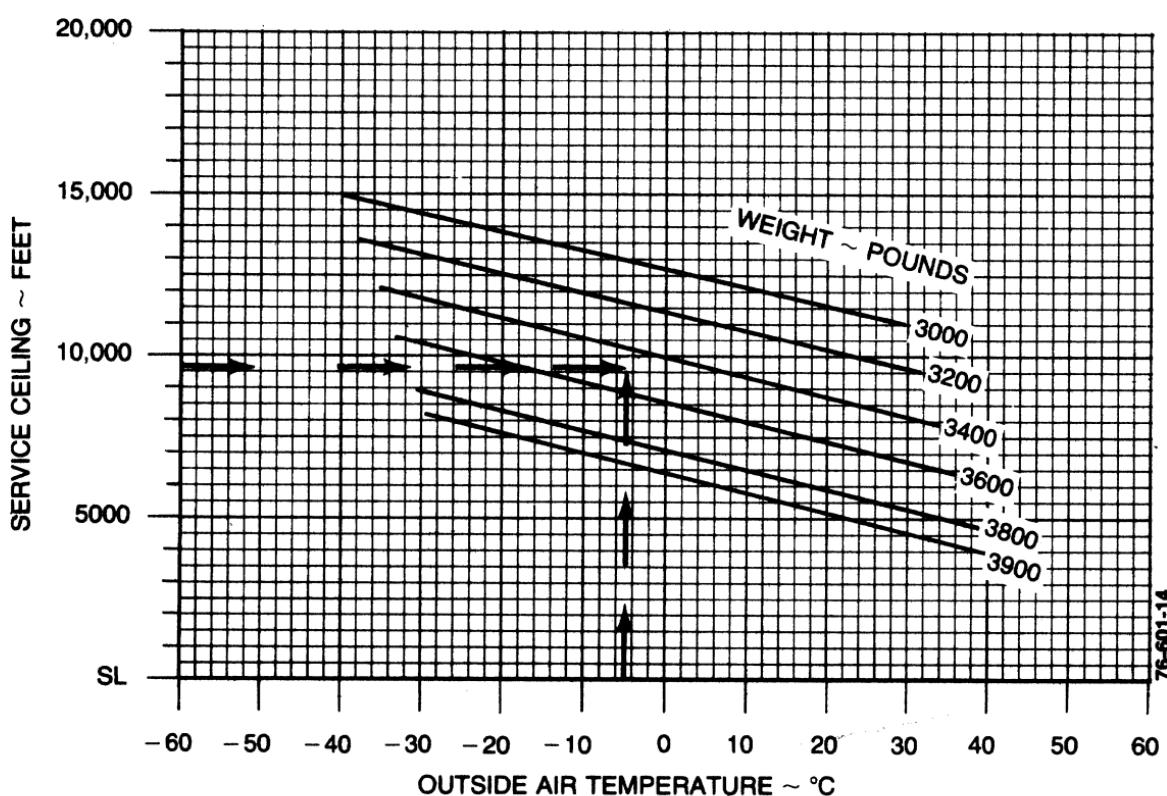
POWER..... MAXIMUM
CONTINUOUS
AT 2700 RPM
FLAPS..... UP
LANDING GEAR UP
INOPERATIVE PROPELLER... FEATHERED

EXAMPLE:

OAT AT MEA..... -5°C
ROUTE SEGMENT MEA..... 9700 FT

WEIGHT FOR SERVICE CEILING
AT ROUTE SEGMENT MEA..... 3480 LBS

NOTE: SERVICE CEILING IS ALTITUDE WHERE AIRPLANE HAS CAPABILITY
OF CLIMBING 50 FT/MIN WITH ONE PROPELLER FEATHERED.



5.10 Cruise Performance, 24" Hg

RECOMMENDED CRUISE POWER - 24.0 IN. HG @ 2300 RPM (OR FULL THROTTLE)

PRESS ALT	ISA - 20°C (-36°F)						STANDARD DAY (ISA)						ISA +20°C (+36°F)										
	IOAT	MAN. PRESS	FUEL FLOW/ENGINE	IAS	TAS	IOAT	MAN. PRESS	FUEL FLOW/ENGINE	IAS	TAS	IOAT	MAN. PRESS	FUEL FLOW/ENGINE	IAS	TAS	IOAT	MAN. PRESS	FUEL FLOW/ENGINE	IAS	TAS			
FEET	°C	°F	IN.HG	PPH	GPH	KTS	KTS	°C	°F	IN.HG	PPH	GPH	KTS	KTS	°C	°F	IN.HG	PPH	GPH	KTS	KTS		
SL	-3	27	24.0	55	9.2	147	142	17	63	24.0	53	8.8	143	143	37	99	24.0	51	8.5	139	144		
1000	-5	23	24.0	56	9.3	147	144	15	59	24.0	54	9.0	143	145	35	95	24.0	52	8.7	139	146		
2000	-7	19	24.0	57	9.5	148	147	13	55	24.0	55	9.2	143	148	33	91	24.0	53	8.8	139	149		
3000	-9	16	24.0	58	9.7	148	149	11	52	24.0	56	9.3	144	150	31	88	24.0	54	9.0	139	151		
4000	-11	12	24.0	59	9.8	148	152	9	48	24.0	57	9.5	144	153	29	84	24.0	55	9.2	140	153		
5000	-13	9	24.0	60	10.0	148	154	7	45	24.0	58	9.7	144	155	27	81	24.0	56	9.3	140	156		
6000	-15	5	23.7	61	10.2	148	156	5	41	23.7	59	9.8	144	157	25	77	23.7	57	9.5	140	158		
7000	-17	1	22.8	59	9.8	145	155	3	37	22.8	57	9.5	141	156	23	73	22.8	55	9.2	137	157		
8000	-19	-2	21.9	57	9.5	142	154	1	34	21.9	55	9.2	138	155	21	70	21.9	53	8.8	134	156		
9000	-21	-6	21.1	55	9.2	139	153	-1	30	21.1	53	8.8	135	154	19	66	21.1	51	8.5	131	155		
10,000	-23	-9	20.3	53	8.8	136	152	-3	27	20.3	51	8.5	132	153	17	63	20.3	49	8.2	127	154		
11,000	-25	-13	19.5	51	8.5	133	151	-5	23	19.5	49	8.2	129	152	15	59	19.5	47	7.8	124	152		
12,000	-27	-17	18.8	49	8.2	130	150	-7	19	18.8	47	7.8	125	151	13	55	18.8	46	7.7	121	151		
13,000	-29	-20	18.0	47	7.8	127	148	-9	16	18.0	46	7.7	122	149	11	52	18.0	44	7.3	117	149		
14,000	-31	-24	17.3	45	7.5	123	147	-11	12	17.3	44	7.3	119	147	9	48	17.3	42	7.0	114	147		
15,000	-33	-27	16.7	44	7.3	120	145	-13	9	16.7	42	7.0	115	145	7	45	16.7	41	6.8	110	144		
16,000	-35	-31	16.0	42	7.0	116	143	-15	5	16.0	40	6.7	111	143	5	41	16.0	39	6.5	106	142		

- NOTES: 1. Full throttle manifold pressure settings are approximate.
 2. Shaded area represents operation with full throttle.
 3. Lean to 25° - 50°F on rich side of peak EGT.
 4. Cruise speeds are presented at an average weight of 3600 lbs.

5.11 Cruise Performance, 20" Hg

RECOMMENDED CRUISE POWER - 20.0 IN. HG @ 2300 RPM (OR FULL THROTTLE)

PRESS ALT	ISA - 20°C (-36°F)						STANDARD DAY (ISA)						ISA +20°C (+36°F)										
	IOAT	MAN. PRESS	FUEL FLOW/ENGINE	IAS	TAS	IOAT	MAN. PRESS	FUEL FLOW/ENGINE	IAS	TAS	IOAT	MAN. PRESS	FUEL FLOW/ENGINE	IAS	TAS	IOAT	MAN. PRESS	FUEL FLOW/ENGINE	IAS	TAS			
FEET	°C	°F	IN.HG	PPH	GPH	KTS	KTS	°C	°F	IN.HG	PPH	GPH	KTS	KTS	°C	°F	IN.HG	PPH	GPH	KTS	KTS		
SL	-4	25	20.0	41	6.8	127	122	16	61	20.0	40	6.7	123	123	36	97	20.0	38	6.3	119	123		
1000	-6	21	20.0	42	7.0	128	125	14	57	20.0	41	6.8	124	126	34	93	20.0	39	6.5	120	126		
2000	-7	19	20.0	43	7.2	129	128	13	55	20.0	42	7.0	125	129	33	91	20.0	40	6.7	121	129		
3000	-9	16	20.0	44	7.3	130	131	11	52	20.0	42	7.0	126	132	31	88	20.0	41	6.8	122	132		
4000	-11	12	20.0	45	7.5	131	134	9	48	20.0	43	7.2	127	135	29	84	20.0	42	7.0	122	135		
5000	-13	9	20.0	46	7.7	131	136	7	45	20.0	44	7.3	127	137	27	81	20.0	43	7.2	123	137		
6000	-15	5	20.0	47	7.8	132	139	5	41	20.0	45	7.5	128	140	25	77	20.0	44	7.3	124	140		
7000	-17	1	20.0	48	8.0	133	142	3	37	20.0	46	7.7	128	143	23	73	20.0	45	7.5	124	143		
8000	-19	-2	20.0	49	8.2	133	145	1	34	20.0	47	7.8	129	145	21	70	20.0	46	7.7	125	146		
9000	-21	-6	20.0	50	8.3	134	147	-1	30	20.0	48	8.0	129	148	19	66	20.0	47	7.8	125	149		
10,000	-23	-9	20.0	51	8.5	134	150	-3	27	20.0	49	8.2	130	151	17	63	20.0	48	8.0	125	151		
11,000	-25	-13	19.5	51	8.5	133	151	-5	23	19.5	49	8.2	129	152	16	59	19.5	47	7.8	124	152		
12,000	-27	-17	18.8	49	8.2	130	150	-7	19	18.8	47	7.0	125	151	13	55	18.8	46	7.7	121	151		
13,000	-29	-20	18.0	47	7.8	127	148	-9	16	18.0	46	7.7	122	149	11	52	18.0	44	7.3	117	149		
14,000	-31	-24	17.3	46	7.5	123	147	-11	12	17.3	44	7.3	119	147	9	48	17.3	42	7.0	114	147		
15,000	-33	-27	16.7	44	7.3	120	145	-13	9	16.7	42	7.0	115	145	7	45	16.7	41	6.8	110	144		
16,000	-35	-31	16.0	42	7.0	116	143	-15	5	16.0	40	6.7	111	143	5	41	16.0	39	6.5	106	142		

- NOTES: 1. Full throttle manifold pressure settings are approximate.
 2. Shaded area represents operation with full throttle.
 3. Lean to 25° - 50°F on rich side of peak EGT.
 4. Cruise speeds are presented at an average weight of 3600 lbs.

5.12 Landing Distance

LANDING DISTANCE - FLAPS DOWN (DN)

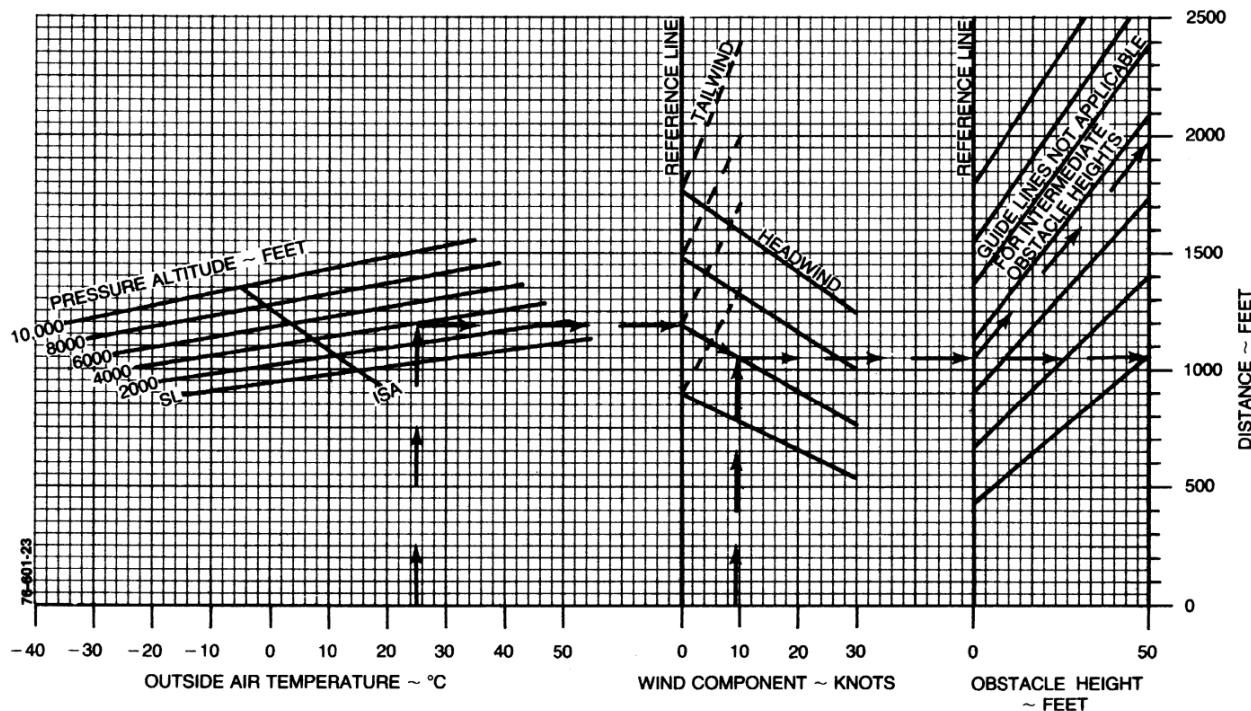
APPROACH SPEED 76 KNOTS (ALL WEIGHTS)

ASSOCIATED CONDITIONS:

POWER RETARD TO MAINTAIN 600 FT/MIN
ON FINAL APPROACH
FLAPS DOWN (DN)
LANDING GEAR DOWN
RUNWAY PAVED, LEVEL, DRY SURFACE
APPROACH SPEED 76 KNOTS IAS
BRAKING MAXIMUM

EXAMPLE:

OAT	25°C
PRESSURE ALTITUDE	3965 FT
HEADWIND COMPONENT.....	.9.5 KTS
<hr/>	
GROUND ROLL	1050 FT
TOTAL OVER 50 FT OBSTACLE.....	1970 FT
APPROACH SPEED	76 KTS



Chapter 6

Weight and Balance

Calculation of weight and balance in the Duchess is straightforward. Note that the Duchess has a maximum zero fuel weight, which restricts the useful load carried as passengers and cargo. The maximum weight of the airplane plus passengers and baggage must not exceed 3500 pounds – the rest of the useful load must be carried as fuel.

See the figures available in the POH for information on loading arms and C.G. limits.

	Weight	\times Arm	= Moment
Basic Empty Condition			
Pilot & Front Passengers		105 (forward) 112 (aft)	
Passengers – Row 2		144	
Baggage (200# max)		167	
Zero Fuel Weight (3500# max)			
Fuel		117	
Ramp Condition			
Start/Taxi/Takeoff			
Takeoff Condition (3900# max)			
Load Adjustments:			
Front seat		105 (forward) 112 (aft)	
Passenger		144	
Baggage		167	
Fuel		117	
New Takeoff Weight (3900# max)			
Fuel Burn		117	
Landing Condition			

Chapter 7

Systems - Beechcraft Duchess BE-76

Memory aid: N6001Y ME-119; N3733G ME-364

7.1 Engines

The Duchess has two Lycoming 4 cylinder-engines – an O360 on the left, and an LO-360 (the “L” is for “left” turning) on the right. Both engines produce 180 horsepower at 2700 RPM and are air-cooled, direct drive, horizontally opposed, reciprocating, normally aspirated engines. Oil capacity is 8 quarts maximum.

7.2 Propellers

7.2.1 Propeller System Basics

The Duchess has two 76-inch diameter, constant speed, full-feathering Hartzell propellers. The propellers are counter-rotating: the left propeller turns clockwise and right propeller turns counter-clockwise. Unlike most light twins which have conventional propellers where both turn clockwise, there is no critical engine with counter- rotating propellers. See the definition of critical engine in Section 1.

The propeller controls on the control console allow the pilot to select the governor’s RPM range. Propeller governors regulate oil pressure to control RPM by varying the blade angle (pitch) of the propeller to make it more efficient. Oil pressure and aerodynamic twisting send the propeller out of feather to high RPM settings (low pitch=small blade angle, taking small “bites” of air). Nitrogen pressure and a large spring, aided by counterweights, send the propeller to low RPM (high pitch=high blade angle).

The oil pressure and nitrogen/spring pressure constantly oppose each other. When the propeller control is moved to the feather position, the opposing oil pressure is released and the spring, air pressure and counterweights cause the propeller to ”feather” - a pitch of approximately 80°; this is a minimum drag condition. The propellers can be unfeathered with the aid of unfeathering accumulators. When the propeller control is moved forward, stored oil pressure is released which forces the propeller into a lower pitch. If this is done above 100 knots, the propeller should windmill, allowing the engine to be re-started without the aid of the starter.

A feathering lock, operated by centrifugal force, prevents feathering during engine shut down by making it impossible to feather any time the engine speed falls below 950 RPM. For this reason, when the pilot wishes to feather a propeller, he must be sure to move the propeller control into the FEATHER position before the engine speed drops below 950 RPM. This will not happen while airborne since the propeller will windmill faster than 950 RPM with normal propeller control settings. (*see schematic*)

7.2.2 Propeller Governor Operation

The propeller governor is mounted on the accessory case on the rear of the engine. It contains a speeder spring, which is directly controlled by the propeller lever in the cockpit, and flyweights which spin at engine RPM (see propeller system diagram). When the pilot sets an RPM value with the propeller control, the engine attempts to maintain that RPM setting by pitching the blades as required by the existing airspeed and power setting.

The propeller governor operates by regulating the flow of high-pressure oil into and out of the propeller hub. Increasing oil pressure into the hub pitches the propeller blades flatter (higher RPM) and allowing oil to flow out of the propeller hub allows the propeller to achieve a higher pitch (lower RPM or feather). The flow of oil is controlled by a pilot valve in the governor which blocks the flow of oil to and from the propeller hub under normal conditions.

When the propeller RPM starts to increase (because of a momentary dive, for example) the flyweights are slung away from the rotating shaft because of centrifugal force. This raises the shaft, which allows oil to flow from the propeller hub to the oil sump, moving the blades to higher pitch and reestablishing the set RPM value. When the propeller RPM starts to decrease, the counterweights have less centrifugal force slinging them away from the shaft, and the speeder spring forces them inward. This moves the pilot valve in the opposite direction, which allows the flow of high-pressure oil into the propeller hub, moving the blades to a flatter position and increasing RPM to the set value.

At lower power settings and airspeeds, the propellers may be fully flat and RPM will decrease below the set value. At this point, moving the propeller control fully forward will have no effect on engine RPM, since the blades are already at their flattest pitch.

Memory aid: This is why the throttles change RPM when at idle.

7.3 Landing Gear

The retractable tricycle landing gear uses shock absorbers on the main gear (approximately 2" extension) and an oleo strut on the nose gear (approximately 4 1/4" extension) for shock absorption. The nose gear is steerable through a spring-loaded linkage connected to the rudder pedals. A hydraulic dampener on the nose strut eliminates shimmy. Toe brakes aid in steering the aircraft. The minimum wingtip turn radius is approximately 27' with the use of differential power.

Retraction and extension of the gear is accomplished through the use of an electrically driven reversible hydraulic pump and hydraulic system terminating in a hydraulic actuator assembly mounted in each wheel well. Retraction or extension requires 6-8 seconds. The gear is held in the retracted position by 1250 to 1550 PSI of hydraulic pressure; there are no locks to hold the gear in the retracted position. The landing gear may be hydraulically extended or retracted, and may be lowered manually (below 100 knots) by turning a dump valve which releases pressure from the retract side

of the system allowing the gear to free fall to the down and locked position. If you lose hydraulic pressure for some other reason, the gear will lower (free fall) to the down position and you will not be able to raise it. If you lose electrical power the gear can be lowered manually but not raised. For any gear malfunction **ALWAYS** refer to the checklist.

Memory aid: Gear is electrically driven, hydraulically actuated. Pressure holds it up. Lack of pressure causes gear to free fall. That lets us drop gear in an emergency.

Three green lights, one for each landing gear, are illuminated whenever the landing gear are down and locked. The red light illuminates any time the gear is in transit, indicating that the hydraulic pump is active. All of the lights will be extinguished when the gear is up. Pressing the face of each indicator light will verify that the lights are functional. The intensity of the lamps can be controlled by turning the lens holder on each lamp (counterclockwise is brighter, full clockwise will appear that the bulb is out). In addition, the 4 gear indicator lights are interchangeable with each other to verify that you do not have a burned out bulb.

In the retract mode the electric pump/motor forces hydraulic fluid to the retract side of the system. A pressure switch shuts off the motor (and extinguishes the red in-transit light) when the system pressure reaches approximately 1550 PSI. If pressure drops to approximately 1250 PSI the motor will again be activated, and the red in-transit light will illuminate. An uplock check valve in the pump retains this pressure to hold the gear up. In addition, landing gear retraction operation is protected by a time-delay relay, which will disengage electrical power to the pump/motor after 30 seconds of continuous operation. If the landing gear in-transit light remains illuminated, it indicates improper response of the landing gear. The relay can be reset by moving the gear switch to the down position.

Memory aid: Watch for gear in transit light illuminating in flight, this could indicate a failing pump or a leak in the system.

In the extend mode the electric motor forces hydraulic fluid to the extend side of the system. Main gear downlock is accomplished by over-center travel of a spring-held side brace. Nose gear downlock is accomplished by over-center travel of the drag link and a mechanically actuated downlock. After the gear are down and locked, system pressure will bleed back to zero. Down limit switches, located on each gear, will allow the pump/motor to run until all three gear are down and locked.

To prevent inadvertent retraction of the landing gear on the ground, a safety pressure switch is installed in the pitot system to deactivate the hydraulic pump circuit when impact air pressure is below approximately 59 to 63 knots.

Memory aid: Do not retract the gear on the ground! What if the safety pressure switch is inoperative?

If either or both throttles are retarded below an engine setting sufficient to sustain flight and the landing gear are not fully extended, the landing gear warning horn will sound intermittently. An optional gear warning silence button (*not installed in either of the PCA Duchess aircraft as of this writing*) allows the pilot to silence the alarm if one throttle is retarded. Additionally, when the flaps are extended beyond about 16°, the warning horn will sound, regardless of throttle position, if the landing gear is not down and locked. (*see schematic*)

System Operation Notes:

1. The pilot moves the propeller control, which applies or relieves pressure from the speeder spring.

2. Flyweights and speeder spring move up and down, pushing or opening the pilot valve.
3. Oil from the engine driven governor oil boost pump is pushed toward the pilot valve.
4. Oil moves past the pilot valve toward the propeller hub.
5. Oil fills the propeller hub in the direction of the low pitch stop.
6. The low pitch stop sets the high RPM limit.

7.4 Brakes and Tires

Single-disk, double-piston Cleveland hydraulic brakes are fitted to the main gear. Each rudder pedal is fitted with a master cylinder, which pressurizes the two pistons on either of the brake assemblies, forcing the linings to press against the disk. To set the parking brake, pull the control out and pump both toe pedals until solid resistance is felt. Push the control in to release the brakes. The hydraulic brake fluid reservoir is accessible through the nose compartment. Fluid level is checked with the attached dipstick. The hydraulic system for the brakes is independent of the gear. The main gear have 6.00-6 tires, and the nose gear has 5.00-5 tires. Normal inflation is 38 PSI for all tires.

7.5 Flaps and Trim

Electrically actuated wing flaps are controlled by a three-position switch: UP, OFF, and DOWN. A dial type indicator has position markings for UP, 10, 20, and DN (max is 35°). Limit switches interrupt power to the motor when the flaps reach the extremes of travel. Intermediate flap positions can be obtained by placing the switch in the off position during extension or retraction. Additionally, there is a micro switch activated at the 16° position which is connected to the gear and stall warning circuits.

The elevator and rudder have cable-operated flight-adjustable trim tabs. The aileron control system has a trimmer which functions by applying tension on the aileron control cables. Each control incorporates a mechanical position indicator. The elevator trim may be operated manually or electrically.

Memory aid: V_{FE} 120 KIAS @ 10 ° - 20 °, 110 KIAS @ 35 °.

7.6 Pressure (Pneumatic) System

Pressure for the attitude indicator and directional gyro is supplied by two engine-driven dry pressure pumps, interconnected to form a single system. This is different from many light planes, which use vacuum to draw air through the gyro instruments. If either pump fails, check valves automatically close and the remaining pump continues to pressurize the system. Two red buttons on the pressure gauge indicate if that pump has failed. The HSI is operated by the electrical system and therefore is not affected by a failure in the vacuum system. (*see schematic*)

7.7 Pitot-Static System

The Pitot tube is located outboard on the left wing. Pitot heat is available. The pitot system incorporates a pressure switch, which prevents inadvertent gear retraction under approximately 60

knots. Static air is taken from flush static ports located on each side of the fuselage. The alternate static air source is selectable on the lower left sidewall. This lever also functions as the static system drain.

7.8 Stall Warning System

A stall warning sensing vane is installed on the leading edge of each wing. With flap settings of 0-15° the vane on the left wing activates the warning horn. With flap settings of 16° or more the vane on the right wing activates the system.

7.9 Fuel System

The airplane is designed for operation on grade 100 (green) or 100LL (blue) aviation gasoline. Two wing tanks hold 103 total gallons (100 usable). The filler neck of each tank contains a visual measuring tab to facilitate partial filling. The sump drain on each tank can be locked open to offload fuel. There are eight fuel drain points. Each engine has an engine driven fuel pump and an electrically driven boost pump, which serves as a backup and is used for engine starts, takeoff, and landing. There are 3 positions on each fuel selector (on, off, and crossfeed). In crossfeed, the engine will draw fuel from the opposite side in order to maintain a fuel balance during single engine operations. Crossfeed should be used in level flight only. Each magneto/start switch incorporates a PUSH TO PRIME function to aid in engine starting. A minimum of 9 gallons is required in each wing prior to takeoff. (*see schematic*)

7.10 Heater and Defrost System

A 45,000 BTU-per-hour combustion air heater, located on the right side in the nose compartment, provides heated air for cabin warming and windshield defrosting. The heater system consists of a combustion air heater, a three-position control switch, three push-pull control knobs, a heater circuit breaker, a manual reset limit (overheat) switch (inaccessible in flight), a combustion air blower, a ventilation air blower, and a duct thermostat. The system uses two thirds of a gallon per hour of fuel from the right wing. To operate, the cabin air outlet must be at least halfway open.

Memory aid: The heater is deactivated in PCA aircraft. The external heater intake vents are covered for cold weather operations.

7.11 Electrical System

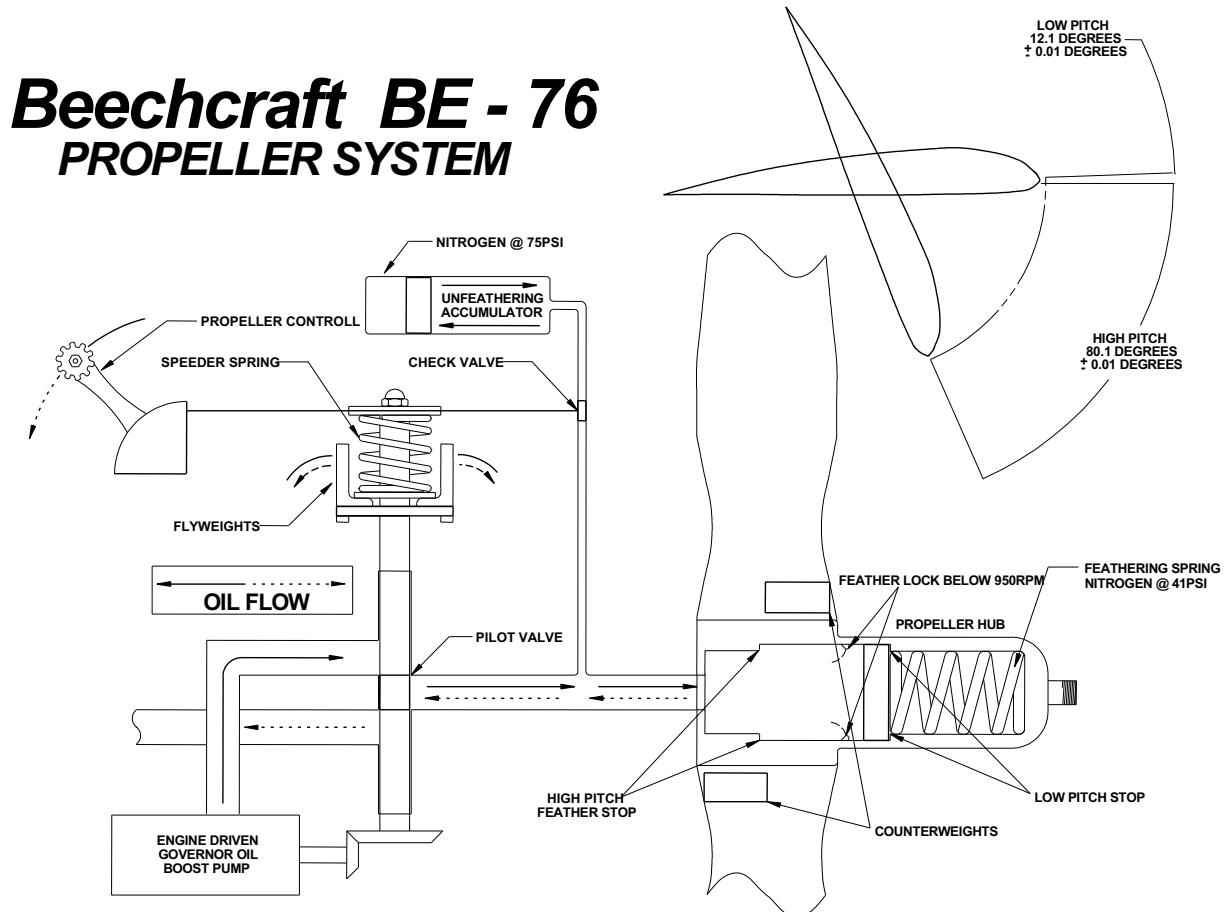
Memory aid: N6001Y ME-119; N3733G ME-364

One 24-volt, 15.5 ampere-hour, lead-acid battery is installed in the vented battery compartment just aft of the rear bulkhead. Two self-exciting 55 ampere (for ME-183 and after, 28-volt: **N3733G**), or 60 ampere (for ME-1 thru ME-182, 14-volt: **N6001Y**) belt driven alternators are installed, one on each engine. The systems are completely separate except for a bus tie fuse, the mutual tie to the battery bus through two bus isolation circuit breakers, and the paralleling circuit between the two voltage regulators (which makes sure the electrical load is equally shared between the two alternators and keeps the voltage at 28 or 14 volts, depending upon the system installed). There are two load meters, two pairs of alternator-out warning lights for over- or under-voltage conditions,

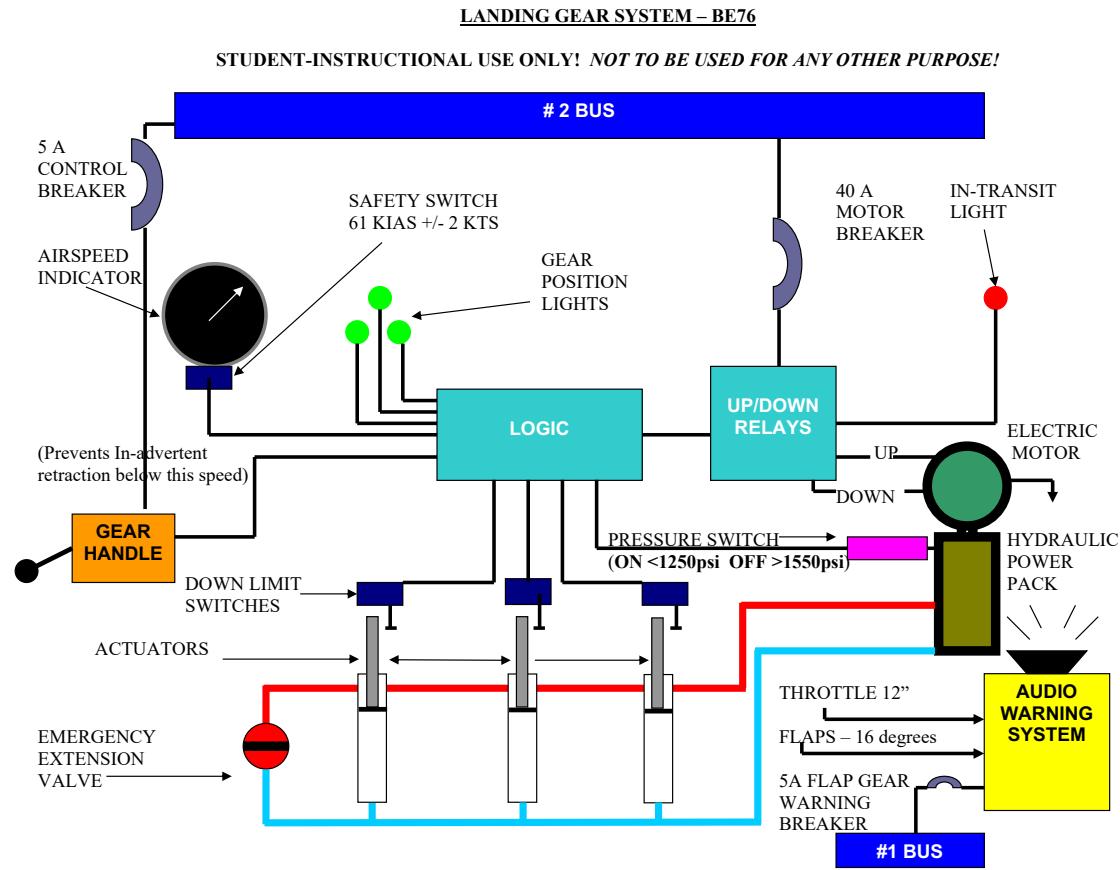
and two over voltage relays which will take the alternator off-line if the system exceeds operating voltage. The self-excitation feature will not come on until approximately 1400 RPM, with a load capability of approximately 50%, and a maximum load capability of approximately 80% should be obtainable at approximately 2300 RPM. Because they are self-exciting, the alternators can function without a battery - but takeoff in this condition is prohibited. (*see schematic*)

7.12 System Schematics

7.12.1 Propeller System

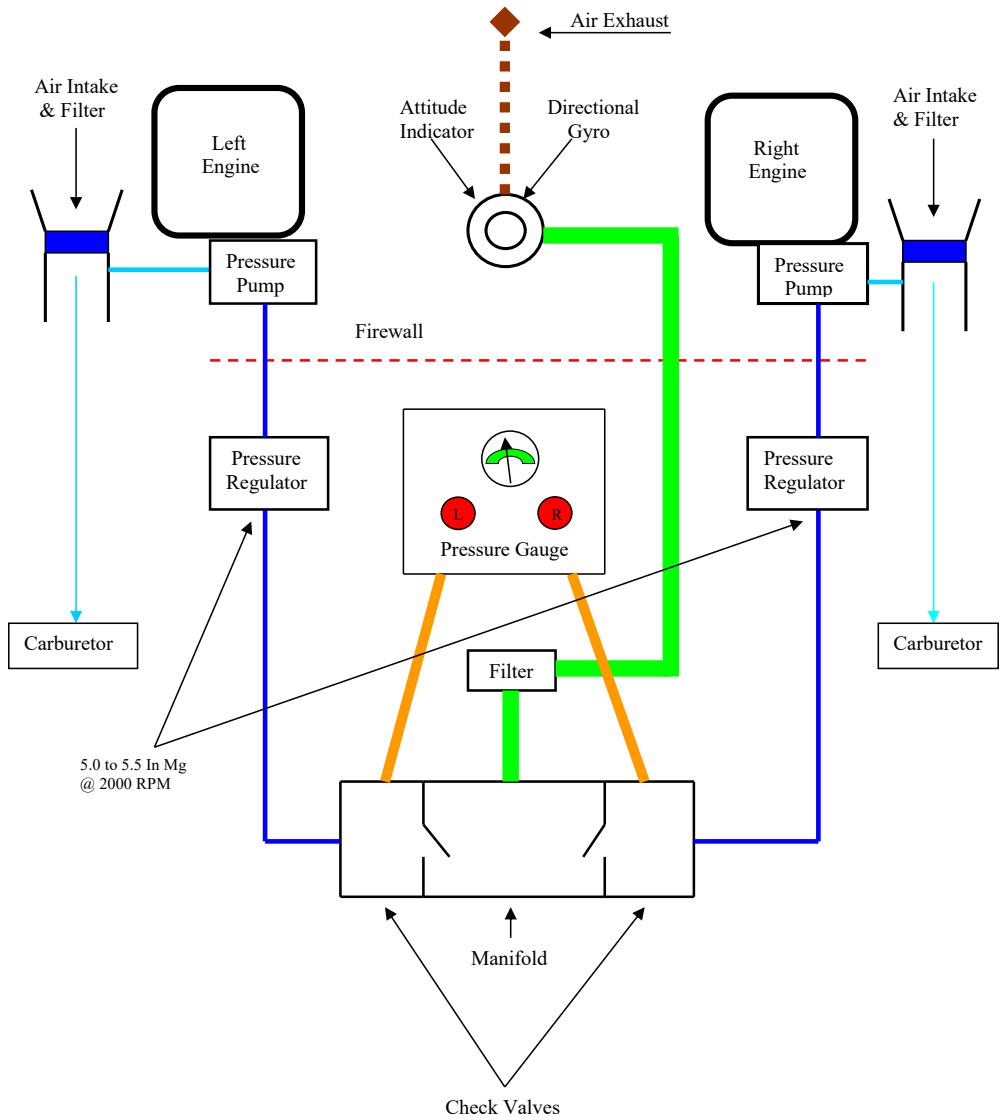


7.12.2 Landing Gear



7.12.3 Pressure System

BE-76 VACUUM PRESSURE SYSTEM SCHEMATIC



STUDENT-INSTRUCTIONAL USE ONLY!
NOT TO BE USED FOR ANY OTHER PURPOSE!