In the event of an engine failure in an LSA, quickly transition to the required nose-down flight attitude in order to maintain airspeed. For example, if the aircraft has a power-off glide angle of 30 degrees below the horizon, position the aircraft to a nose-down 30 degree attitude as quickly as possible. The higher the pitch attitude is when the engine failure occurs, the quicker the aircraft will lose airspeed and the more likely the aircraft is to stall. Should a stall occur, decrease the aircraft's pitch attitude rapidly in order to increase airspeed to allow for a recovery. Stalls that occur at low altitudes are especially dangerous because the closer to the ground the stall occurs, the less time there is to recover. For this reason, when climbing at a low altitude, excessive pitch attitude is discouraged.

Chapter Summary

There are many considerations for a pilot when transitioning to jet powered airplanes. In addition to the information found in this chapter and type specific information that will be found in an FAA-approved Airplane Flight Manual, a pilot can find basic aerodynamic information for swept-wing jets, considerations for operating at high altitudes, and airplane upset causes and general recovery procedures in the Airplane Upset Recovery Training Aid, Supplement, pages 1-14, and all of Section 2 found at www.faa.gov/other_visit/aviation_industry/airline_operators/training/media/ap_upsetrecovery_book.pdf.