

# 3-Engine Chair Flying Guide

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## *No 1 Engine Out Scenario*

**SCENARIO:** You have a simulated steady light in the number 1 fire handle.

- **Maintain aircraft control**
  - We're flying at 2000' and 170 KIAS.
- **Analyze the situation**
  - We have a steady light in the number 1 fire handle and that indicates a fire. The boldface applies:
    - 1. CONDITION LEVER "FEATHER" (CP)**
    - 2. FIRE HANDLE "PULLED" (CP)**
    - 3. AGENT "DISCHARGED" (FOR FIRE OR NACELLE OVERHEAT) (CP)**
- **Take coordinated corrective action**
  - "Crew is this is a simulated emergency. Copilot simulate ESP of the number 1 engine."

### **ESP the Engine:**

- Copilot feathers the number one engine.
  - Ensure he checks that the feather override button pops out (should happen within 6 seconds after feathering).
- Copilot pulls the fire handle.
  - All fire indications go away.
- Agent is not required, but discharge if you are unsure.
- Add power and trim as necessary to compensate for the lost engine.

### **"Check, Check STAR Go"**

- Complete the ESP checklist cleanup items. "the loadmaster declares that no. 1 is standing tall and clean and FE reports the cleanup items are complete"
- Our next checklist will be the Before Landing checklist (which we'll complete on configuration)
- **S** is for systems. Engineer, we have half our utility-let me know if you see anything else
- **T** is for TCAS and Trim. We'd go to TA Only for a real emergency and FE make sure I take me rudder trim out on final.
- **A** is for airspeeds. Our approach speeds are #,#, and #. Our 2 eng VMCA is # and our 3 engine climb is #.
- **R** is for reversing. FE, make sure we reverse symmetrical only. In this case it'd be the inboards.
- **GO** is for the go around.
  - Fly Approach Speed until 200' AGL
  - Call "Crew, Going Around"
  - Smooth Power towards Max
  - 5° bank into the good engine
  - Rudder (center to 1/2 ball out)
  - Remove 5°
  - Keep Nose Down (forward trim)
    - 300-500 VVI or level flight
  - Check/Set flaps 50%
  - Gear Up
  - Keep Nose Down (trim)
    - 300-500 VVI
  - Klunk - "the gear is up"
    - You should have 2-Eng VMCA
  - Flaps Up
  - Pitch 7-9° Nose High
    - This should get you 3-Engine Climb Speed
    - Climb at that speed until Pattern/IFR altitude
  - Call for After Take Off Touch and Go Checklist
  - Level at Altitude