

## AOPA Air Safety Institute releases ‘Engine Out! From Trouble to Touchdown’ video

*Video made possible by the Canadian Owners and Pilots Association (COPA) Flight Safety Foundation and Donner Canadian Foundation*

In initial flight training we learn about the four ‘opposing’ forces acting on an aircraft in straight-and-level, unaccelerated flight: thrust, drag, weight, and lift. And so long as the aircraft remains in steady straight flight, these forces will remain in balance according to Newton’s Third Law, which states that for every action or force there is an equal, but opposite, reaction or force.



But how do you counteract the result of losing the thrust component of this balancing act when the engine quits in flight? Enter the AOPA Air Safety Institute’s new Engine Out! From Trouble to Touchdown video to understand your immediate responsibility and the steps you should take to have the best chance of a successful outcome. The video describes the difference in responding to a



simulated engine-out during training, versus what to expect and do during a real engine-out when you’re on your own, and it covers various engine-out scenarios during takeoff and at altitude. It also discusses your best choices for a landing site and provides rule-of-thumb calculations that will give

you a quick idea how long a glide you’ll have before needing to touch down. Remember to jot those numbers down and keep them handily clipped to your kneeboard.

You also learn about important steps you can take to reduce the risk of an engine failure, including proper engine monitoring, maintenance, and fueling tips.

Learn what matters when you need to tackle an engine out dilemma in a single-engine airplane—whether under relatively benign or tricky circumstances. When one actually happens you should be spring-loaded to deal with it ([www.airsafetyinstitute.org/emergencyprocedures/singleengine](http://www.airsafetyinstitute.org/emergencyprocedures/singleengine)).