

# EMERGENCY

(91.3, 91.123, 135.19, 121.533, 121.535, 121.537, 121.557, 121.559, 121.565, AIM 6-1-1 & 6-1-2)

**TELL them** the problem.

- **TELL them** what you're doing about it (e.g., "We are descending, turning *NOW*")
  - **TELL them** what you need them to do — **DO NOT "REQUEST" A DAMN THING!**
- TAKE CHARGE — YOU ARE the BOSS**

**DO NOT LET ATC CRASH YOUR AIRPLANE!**

## During ANY EMERGENCY:

1. **Do NOT "request" a damn thing! TELL THEM WHAT YOU'RE DOING.**
2. Do *NOT* try to maintain an altitude or heading that you cannot maintain when there is a problem.
3. Example — Do *NOT* wait for a "request" to be granted before turning back to the airport with an engine problem or FIRE! Just **START TURNING BACK TO the AIRPORT. Do what you have to do IMMEDIATELY! Talk about it later.**
4. **An uncountable number of pilots and passengers have been KILLED waiting for a "REQUEST" to be granted!!**
5. **JUST DO IT! Tell them about it LATER!**
6. **Take charge of the situation — YOU become the BOSS — ATC becomes your ASSISTANT.**
7. Example —

**you** "Falcon 123T has a FIRE in the right engine we are descending and turning back to the airport *NOW*. Need vectors for the ILS as close in as possible."

**them** "123T understand—are you declaring an emergency?"

**you** "You can call it anything you like—but we need to get it on the ground *RIGHT NOW* — We need "**PRIORITY**" — please give us that heading."

**BOTH** the **Dispatcher AND** the **Captain** have the responsibility and authority to **declare** an **EMERGENCY**. 121.557

**"PRIORITY" will get you exactly what you want RIGHT NOW!**  
"Emergency" and "Priority" mean the same to a controller. See 91.123(d)

## 91.3 Responsibility and Authority of the Pilot In Command:

- (a) The **Pilot In Command** is directly responsible for, and **is** the **final authority** as to the **operation of that aircraft**. (Notice it says nothing about *after* the pilot declares an emergency.)
- (b) In an in-flight **emergency requiring immediate action**, the Pilot In Command **may deviate from any rule** to the **extent required to meet that emergency**. (Again, nothing about *after* saying the "word".)
- (c) "Upon the request of the Administrator", you **may** be required to supply a written report of the incident [Usually, only when they think you might have had some part in **causing** the incident].

- ⇒ The fact that a pilot does not formally declare an emergency on his radio does not preclude reliance on 91.3(b) as a defense [NTSB 2015].
- ⇒ **You do NOT have to FORMALLY DECLARE an EMERGENCY** before deviating from a clearance when dealing with a potentially life threatening situation.
- ⇒ Just do what has to be done to get the aircraft on the ground as soon as possible.
- ⇒ You have the power to ignore every regulation in the book if you need to.
- ⇒ **Do what you have to do, tell them about it as soon as you get a chance.**
- ⇒ Chat about semantics later when you get on the ground — **ALIVE!!!**

**The point is:**  
Don't be afraid to **say** the "E-word" but also don't be afraid to **do what is necessary BEFORE** getting permission.

When it becomes necessary to **SHUT-DOWN** an **ENGINE**, a **LARGE AIRPORT** with a **LONG RUNWAY** and an **ILS** providing **GLIDE SLOPE** information is definitely an important consideration with a large aircraft and/or bad weather in any aircraft.

However, one must also consider **91.7(b)**, which has been interpreted to mean; "the pilot, in an emergency situation, must land at the first **AVAILABLE** and '**SUITABLE**' airport at which a safe landing can be made. But he is **NOT REQUIRED** to land at the first **AVAILABLE** airport if it is not '**SUITABLE**'." According to the FAA, **safety is the paramount** consideration. **Convenience and comfort are not considerations at all.**

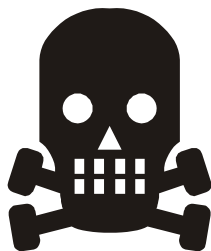
The pilot is required to land at the "**FIRST AVAILABLE**" location "**CONSISTENT** with **SAFETY**".

So, in other words, **do not shut an engine down, then fly another 100 miles, passing several "suitable" airports** along the way, **just to get** the **airplane back home where your car is!** Somebody at the local FSDO may not consider that "consistent with safety", and you'll probably be hearing these words—**"you're in a heap-o'-trouble Boy!"**

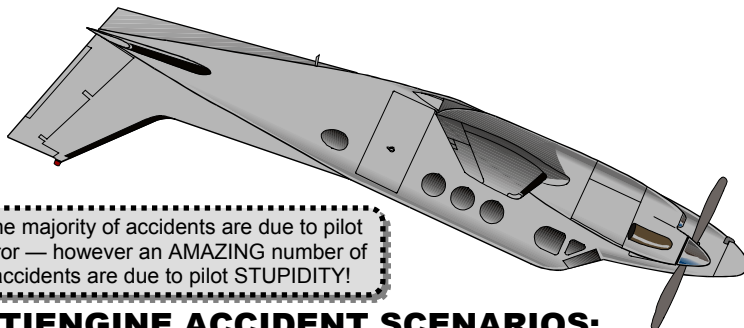
## HOW TO CRASH AN AIRPLANE EQUIPPED WITH A PERFECTLY GOOD SPARE ENGINE

**Single engine airplanes** fall out of the sky all the time. Here's the scenario: → engine quits — the pilot realizes immediately he forgot to bring along a spare engine — pilot immediately screams two words — "Oh \_\_\_\_\_". An **OFF airport landing** is usually inevitable and may or may not be survivable.

**Multiengine airplanes** always bring along a spare engine. In the event of an engine failure there may be some screamin' goin' on, but an **ON airport landing** should always be inevitable and survivable. A spare engine is the cheapest life insurance you can buy. Plus, YOU get to collect on this type of insurance. Unlike that other insurance only your wife benefits from!



The majority of accidents are due to pilot error — however an AMAZING number of accidents are due to pilot STUPIDITY!



Because an accident did *not* happen — you never hear about the uncountable times that twins lose an engine and land safely.

### **COMMON MULTIENGINE ACCIDENT SCENARIOS:**

1. Pilot continues **VFR** flight into **INSTRUMENT CONDITIONS** — without any instrument skills!
2. Pilot **RUNS OUT OF GAS!** Usually **two miles** from the destination airport, after passing several others.
3. Pilot becomes **PARALYZED** at the controls, **FAILS to FEATHER** the ailing **ENGINE** — Complacency can lead to a brain meltdown when trying to remember all those "proper procedures". **Every takeoff should be viewed as an emergency**. Before every takeoff discuss with yourself what you're gonna do if ya lose one right after liftoff. By the way, there's only **ONE "procedure"** to feather an engine in virtually any airplane — **PULL** or **PUSH** the **CORRECT FEATHER LEVER** or **BUTTON RIGHT NOW!** Everything else will usually take care of itself if you have the gear up and maintain *at least*  $V_{XSE}$ .
4. Pilot **FEATHERS** the **WRONG ENGINE** — Take that extra second to **VERIFY** you are preparing to **feather** the **engine NOT running** as opposed to the engine that *is* running. Remember: → **STEP ON THE BALL** — **DEAD FOOT = DEAD ENGINE**. Also: → **LOOK at** the **ENGINE GAUGES** (but be conscious to the fact that a *completely dead* piston engine will show approximately 30" of manifold pressure).
5. Pilot **FAILS to RAISE** the **GEAR** after losing one at lift off — **CLEAN UP** the **DRAG!**
6. Pilot **FAILS to MAINTAIN AIRSPEED**, airplane falls out of the sky — Airspeed is everything when low and slow. Especially when hot, high and heavy — carry a little extra speed before liftoff so you have an airspeed "cushion" to work with while sorting things out if you suddenly become single. **Do NOT allow the airplane to stall**. Any excursion below  $V_{XSE}$  or  $V_{MC}$  may be your last! Once the propeller is feathered, **TRIM** for **1/4 to 3/4 ball-width out** and **3° bank** towards the **OPERATING engine**.
7. Pilot uses **EXCESSIVE BANK** while turning — As bank angle increases; stall speed increases and climb decreases. Use conservative bank angles when low, slow and single (especially into the dead engine).
8. Pilot gets **TOO LOW** and **TOO SLOW** on final, airplane does not make it to the runway — Always stay a **little high** and a **little fast** on the **glidepath** during final approach. **Do NOT allow yourself to get below** the "**power curve**". Do not put the gear down or flaps down until you're **positive** you can make the runway. It's almost always better to land a little long than land a little short.
9. Pilot **LANDS LONG** and **GOES OFF** the **END** of the **RUNWAY**, airplane is banged up but pilot OK — If you are much **TOO FAST ON FINAL**, the lack of drag from the feathered propeller can contribute to a "floater" landing that can consume a lot of runway and could put you off the end. If you have some altitude to work with, try to find a **LARGE AIRPORT** with a **LONG RUNWAY** and an **ILS** or **VASI** providing **GLIDE SLOPE** information. Flying that few extra miles to a larger airport is *usually* a good idea. Plus the larger airport will probably have a much **nicer hotel** and a **better restaurant**.
10. Pilot attempts **SINGLE ENGINE GO-AROUND** — Single engine landings in a relatively small twin should be considered a one-shot deal. Make your approach as precise as possible. A host of factors including type of airplane, weight, temperature, elevation, pilot skill and good old fashioned luck make the single engine go-around a hair-raising choice of action. **Do NOT SCREW UP** the **APPROACH!!!** **KEEP YOUR SPEED UP** — **DO NOT GET BELOW** the **POWER CURVE** — **PICK** a **BIG AIRPORT**.