

FLYING LESSONS for July 27, 2023

FLYING LESSONS uses recent mishap reports to consider what *might* have contributed to accidents, so you can make better decisions if you face similar circumstances. In most cases design characteristics of a specific airplane have little direct bearing on the possible causes of aircraft accidents—but knowing how your airplane's systems respond can make the difference in your success as the scenario unfolds. So apply these *FLYING LESSONS* to the specific airplane you fly. Verify all technical information before applying it to your aircraft or operation, with manufacturers' data and recommendations taking precedence. **You are pilot in command and are ultimately responsible for the decisions you make.**

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This week's LESSONS:

How it's Done

Well-know aircraft builder and aviation personality Mike Patey experienced a catastrophic, uncontained inflight engine failure in his PT-6-equipped Lancair Legacy amateur built aircraft enroute to Oshkosh for EAA AirVenture 2023. [Patey's YouTube video account](#) of the event and its aftermath includes recordings of his interaction with Air Traffic Control and evidence of the decisions he made during descent that saved his life. [Take a look.](#)

See <https://www.youtube.com/watch?v=pgpf5ktKVBC>

Patey's response to the failure both demonstrates and reinforces the *LESSONS* I've tried to impart over the years on pilot-in-command actions in the event of an emergency, especially (but not limited to) engine failure, including:

1. **Fly the airplane.** Above all else, maintain control of the aircraft. A strong secondary goal is to fly to attain maximum available performance, to fly at the Best Glide airspeed in the case of engine failure in a single-engine airplane. **Keep it controlled, and maximize performance...**in other words, **AVIATE.**
2. **Aim somewhere.** Faced with a loss of power—or just about any other emergency, for that matter—located the best possible option for landing and turn toward that option immediately. It's possible in many cases you may be able to resolve the problem, or at least minimum its impact. But in case you cannot, you don't want to be flying away from your best option for recovery while you spend time attempting repair or restart. Put another way, **NAVIGATE.**
3. **Don't be led astray.** Controllers may think the best thing they can do for the pilot of an emergency aircraft is to give them a nice vector to a long, straight-in approach. What the pilot *really* needs, however, is to fly directly to the landing option and then descend within gliding distance of that location. In this case, ATC provided a vector for downwind; Patey told him no, he wanted to spiral down directly over the airport.
4. **Ask controllers for information you need,** but don't ask them what to do. Instead...



5. Tell controllers what you plan to do, and ask for information you need to execute your plan. **COMMUNICATE.**

As Patey puts it, “all those simulated engine outs, all those ‘what if it died here, what if my engine quit there, whatever, that you’ve trained over and over...do it again. Be ready. And certainly don’t kid yourself that it may not happen, or will never happen to you.”

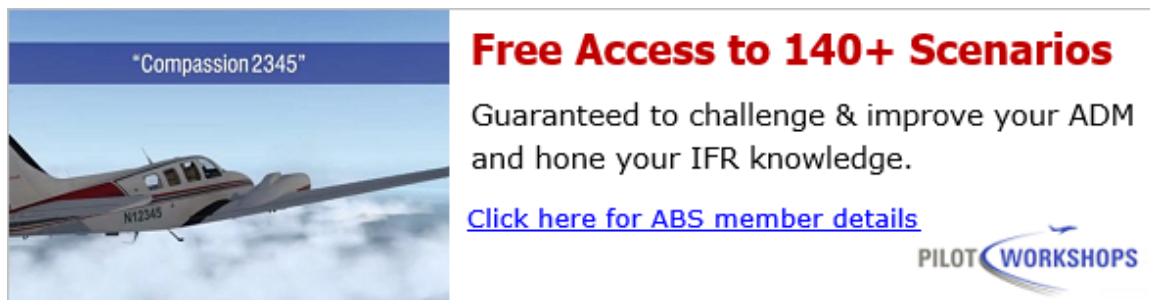
Patey’s recordings are a textbook case for calm, in-command response to an inflight emergency—he shows us **how it’s done**. [Watch at least the first 10 minutes of his video](#), from onset of the emergency until the aircraft was safely on the ground. Listen and evaluate how he prioritized **aviate, navigate and communicate**, and used his training to remain **pilot in command**.

Well done, Mike Patey, both in handling the engine failure and also for making the video so we can all learn from your experience.

See <https://www.youtube.com/watch?v=pgpf5ktKVbc>

Questions? Comments? Supportable opinions? Let us know at mastery.flight.training@cox.net.

My friends and sponsors at Pilot Workshops extend this offer to all *FLYING LESSONS* readers in all aircraft types:



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PILOT WORKSHOPS

Debrief: Readers write about recent *FLYING LESSONS*:

We’ll skip the Debrief this week owing to my workload at Oshkosh. I’ll get back to your insights in the Debrief the Beech Weekly Accident Update, and more next week.

More to say? Let us learn from you, at mastery.flight.training@cox.net.



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Check out the *FLYING LESSONS Weekly archives*, and my 2023 publications, presentations, videos and podcasts [listed here](#).

See:

<https://mastery-flight-training.com/flying-lessons-archives/>

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Oshkosh presentations

I'll be making two Mastery Flight Training presentations at EAA AirVenture, Oshkosh, Wisconsin this week:

- **THURSDAY 3 pm: Easily Remembering Emergency Procedures**, in the EAA Pilot Proficiency Center, on the east end of the EAA Headquarters and Museum building adjacent to Pioneer Airfield. Search the full EAA PPC presentation schedule [here](#).
- **FRIDAY, 10 am: How to Teach Emergency Procedures**, in the National Association of Flight Instructors (NAFI) tent at Booth 354 next to the Garmin tent and across the street from the American Bonanza Society display. The full NAFI Professional Development Course seminar series schedule is [here](#).

I'll also be making one more presentations for the American Bonanza Society Air Safety Foundation:

- **THURSDAY 1 pm: Flying Beech Airplanes Safely** in EAA Forum Pavilion #2. I'll be part of the panel of flight instructors answering audience questions in this, the Beechcraft Pilot Proficiency Program (BPPP) forum. Here's the full schedule of [ABS Tent Topics](#).

I'll see you at Oshkosh!

See:

<https://events.rdmobile.com/Sessions/Index/16206>

<https://nafi.memberclicks.net/assets/2023%20PDC%20FINAL%20Presentation%20Schedule.pdf>

https://secure.bonanza.org/Web/Events/Event_display.aspx?EventKey=EAAOSH23&WebsiteKey=f4a7947f-4c6f-4716-8319-98aeb9bf5934

It is clear to me that you devote a great deal of time to putting together your *FLYING LESSONS* newsletters. Most only take the time to critique, but I wanted to take the time to give kudos on a job well done on these informative, educational weekly publications. Thanks for doing so!

– Brian Schiff, airline pilot and well-known flight instructor and aviation educator

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