

## IN ENGLISH, PLEASE



L'anglais pour voler  
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## Listening comprehension ENGINE OUT! PART 2

Let's pick up where we stopped last month, about half way through the AOPA video "Engine Out, From Trouble to Touchdown". The second part, which starts 5mn and 20s into the video, focuses on engine failure during take-off and fuel management. As with last month, watch the video a first time, preferably unaided. Try to find the missing words in the text below on the second listening. Finally, answer the questions at the end as you listen to the whole video again.

### Engine failure during take-off

But what if an engine failure happens during take-off? Do you have a plan? There are a few different scenarios that you should be ready for. For example, if the engine (1 -) before lift-off, throttle back, maintain control, and stop. After rotation with enough runway remaining, throttle back, land straight ahead, maintain control, and stop. During climb-out pitch for best glide towards your landing spot and trouble-shoot if you have enough time.

Is it ever a good idea to turn back to the runway? Let's take a look. Immediately after take-off and at a low altitude your best (2 -) is often to land ahead, or no more than (3 -) 30 degrees to the left or the right. There is just not enough room to turn back. Near (4 -) altitude you may be able to (5 -) the airplane back to the runway, a taxiway or (6 -) area on the airport. This is going to depend on your proficiency and your aircraft's performance. We don't recommend attempting a restart at this point. You've got your (7 -) so you should concentrate on landing in control. Whatever the situation, remember: don't try to stretch the glide.

### Briefings

An engine failure on take-off requires immediate action. A pre take-off briefing should help you determine an (8 -) point and think through take-off emergency scenarios. Let's look at some ways that commercial operators (9 -) themselves for the best chance of success in an emergency. First, brief all possible emergency scenarios including engine-outs over water and dangerous terrain, and during take-off and landing. Second, before take-off determine if density altitude, runway length, obstacles, visibility and (10 -) it's day or night will affect your response time and airplane performance. (11 -) and certainly not (12 -) is a (13 -) preflight. The lives of you and your passengers depend on it, so make it (14 -).

### Prevention

Improper or overlooked maintenance can cause mechanical failures, so investigate or report engine system (15 -) and get them resolved. As an owner, have oil (16 -) tested regularly and consider installing an engine monitor that shows the (17 -) of each cylinder.

### Fuel management

During refueling clearly communicate and confirm the type of fuel, how much you need, and which tanks to fill. Remember to check the (18 -) to make sure you got what you requested. Speaking of fuel, make sure you have enough with (19 -) reserves and manage it (20 -). We recommend landing with at least one hour fuel remaining. No one plans to run out of fuel but it happens. To make sure it doesn't happen to you set a timer to (21 -) fuel tanks as planned.

Get tip tanks for an inflight fill-up to extend your range? Know the transfer process and limitations, because (22 -) procedures can (23 -) engines of fuel and cut your flight short. During engine start, taxi, and (24 -), make sure the fuel selector is set properly and the (25 -) is full rich or (26 -) for high altitude operations. If there is a primer, make sure it's locked. After the (24 -) do not (21 -) tanks. Doing this creates the potential risk a (27 -) problem during take-off.

Just one more thing before rolling on to the runway: use all of it and have an engine-out plan. Again, engine failures are rare but if it does happen to you follow these steps and they will give you the best chances for a safe outcome. Are you ready?

### A few questions:

- 1 - What is G-A-S?
- 2 - Name two possible safe landing areas other than an airport.
- 3 - What are the three factors to be taken into account in case of a water landing?
- 4 - What do they suggest you do to soften a forward jolt?
- 5 - How many scenarios are described in the case of an engine failure during take-off?
- 6 - In which case is it often better to land ahead, or no more than roughly 30 degrees to the left or to the right?
- 7 - Why do they advocate checking the receipt after refueling?
- 8 - How much remaining fuel do they recommend on landing?

Answers  
• Missing words: 1 - quills; 2 - bet; 3 - roughly; 4 - pattern; 5 - nurse; 6 - grassy; 7 - hands full; 8 - about; 9 - prep; 10 - whether; 11 - lastly; 12 - least; 13 - through; 14 - count; 15 - squawks; 16 - samples; 17 - health; 18 - receipt; 19 - adequate; 20 - wisely; 21 - switch; 22 - botched; 23 - starve; 24 - run-up; 25 - mixture; 26 - leaned; 27 - fuel flow  
• Questions: 1 - Gas, Air, Spark; 2 - rural roads and grassy fields; 3 - winds, swells and currents; 4 - put a folded jacket in front of the face and body; 5 - 3; 6 - immediately after take-off and at a low altitude; 7 - to make sure you got what you requested; 8 - 1 hour