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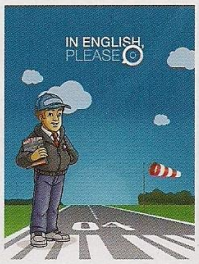

Now on the **Appstore**, the collection of "In English, please" articles from June 2007 to July 2015, with audio recordings when available.

Listening comprehension
ENGINE OUT! Part.1

AOPA, the Aircraft Owners and Pilots Association, is an American organization that was founded in the 1930s to promote general aviation in the US. One of its branches, the Air Safety Institute, is dedicated to the improvement of safety and flying skills among general aviation pilots. To reach that goal it has developed a number of programs, among them safety videos covering a wide range of subjects.

Google "Engine Out, From Trouble to Touchdown" and watch the first half of the video, preferably without turning on the subtitles – which, incidentally, are automatically generated and are therefore to be taken with caution - or looking at the transcript below. Then, listen again and try to find the missing words in the text. One dash is a word.

An engine failure! As a pilot you are trained on what to do, but still you may not be ready if the time comes. When it happens, a real world engine out is likely to catch you (- - 1). You are thinking to yourself: "This can't be real, can it?" Engine failures are rare, but when one happens, you should be ready. Going beyond (- 2) memorization, you should develop a strategy to be spring-loaded for an engine failure in any situation at any altitude.

Try to restart

First of all don't panic, fly the airplane and (- - - 3) for best glide. Don't worry about (- 4) the speed exactly, just go to the nearest 5 knots and run a quick mental checklist to keep the airplane under control. Did you do something that caused the engine to quit? (- 5) it!

How high or low are you above the earth? In this chart you can see that altitude equals both distance and time, and distance and time equal (- 6). Here are two good rules of thumb for most GA aircraft:

- 1000 feet gets you a mile and a half of gliding distance, and (- 7) your altitude by 2 to (- - 8) how much time you have. In this example with a Cessna 172 and a 1 to 9 glide ratio, at 4000 feet you'll glide about 6 miles and take around 8 minutes to descend.

- Another good rule of thumb to remember is G-A-S.(- 9) nothing else is wrong, if you have gas in your tanks, air going to the engine and spark from your (- - 10) the engine should run. Some quick (- - 11) can often get an engine running again.

If time (- 12) go through the restart checklist, squawk 7700, and declare an emergency on 121,5 or with ATC if you are already talking to them.

Keep in mind that not all engine failures are in a prop full stop deal. There may be cases when you lose partial power or have engine surges from (- - 13), improper mixture, ignition problems or (- - 14) of fuel starvation. Sometimes all you have to do is turn the fuel pump on or (- - 15).

The engine out checklist can be useful but if there is not enough time just fly the airplane and remember the G-A-S checklist.

Forced landing

If you have done your (- - 11) and still the engine remains silent, you are now (- 16) to landing. Close the throttle to avoid it suddenly springing to life when you are near the ground. It's OK to be nervous. The bottom line is to focus on landing the airplane safely.

If you have enough time and altitude call up ATC or use your GPS and moving map, while scanning ahead, behind, below and off the sides to find a (- 17) airport. But if one is not in reach, (- - 18) and smooth (- 19) fields can usually provide a safe alternate. A highway's (- 19) (- - 20) can also work but you have to watch out for traffic, power lines, overpasses, and road signs.

Above a forest fly the airplane under slowest possible speed right into the treetops to (- 21) the landing. The (- 22) is to keep the cabin intact, helping your chances of survival.

Over water, you'll have to interpret winds, (- 23) and currents. Land parallel to the (- 23) and keep the (- 24) all the way back to reduce chances of (- - 25).

Once you pick a spot, stick with it. Wherever you choose to land, don't lift the nose to gain altitude or (- 26) the glide. This is only going to accelerate the descent and increase your chances of a stall or spin. Remember: pitching for the nearest 5 knots of best glide speed will give you the greatest distance with the least amount of drag.

Landing in a soft field with gear up can prevent you from nosing over, especially on water landings. On the other hand, gear down can help absorb the impact from (- - 27). Flaps will help you lose altitude and give you the slowest touchdown speed but they add drag, so you are going to lose gliding distance and that could cause you to come up short. Side-slipping on final might be a good alternative, but that means that you'll be going faster at touchdown than you would with flaps. Consider (- 28) the flaps at the last moment to help slow down as much as possible.

Make sure you and your passengers are (- - 29) with seatbelts and shoulder (- 30) and are (- 31) for impact. A (- 32) jacket in front of the face and body can (- 33) a forward (- 34) during landing. Front seat passengers should push their seats back as far as possible.

After you make your last configuration changes on short final, turn off the master and alternator to reduce the risk of a fire. Once the airplane stops evacuate and make sure everyone is safe.

Accident data shows that higher than 90% of off airport landings are survivable. So the odds of success are in your favor. An engine failure can be a (- 35) experience, but remember to keep these key points in mind.

Answers

1 - off-guard; 2 – rote; 3 - pitch and trim; 4 – pinning; 5 – undo; 6 – options; 7 - multiply; 8 - figure out; 9 – assuming; 10 - ignition system; 11 - trouble-shooting; 12 – allows; 13 - carb ice; 14 - early stages; 15 - switch tanks; 16 – committed; 17 – suitable; 18 - rural roads; 19 - grassy; 20 – medium strip; 21 – cushion; 22 – goal; 23 – swells; 24 – yoke; 25 – flipping over; 26 – stretch; 27 - rough terrain; 28 - dumping ; 29 – buckled in; 30 – harnesses; 31 – bracing; 32 – folded; 33 – soften; 34 - jolt; 35 – scary.