

FORCED-LANDING FROM THE TRAFFIC PATTERN

27. The airspeed and altitude flown in the traffic pattern are such that the aircraft should glide to the runway-in-use from any point in the traffic pattern, except under extreme wind conditions.
28. Your immediate response to an engine failure should be:
 - a. throttle idle;
 - b. airstart on;
 - c. zoom - to 130 knots;
 - d. turn toward the runway and choose the closest suitable key position.
29. If the initial relight is unsuccessful, concentrate on carrying out the forced landing. If time permits, you may attempt a low-level relight, but even if the engine relights, you must continue the forced-landing pattern.
30. If there is time available, attempt a MAYDAY, giving position and intentions.
31. Do not attempt to fly to a key position if you will arrive there off the required heading, but rather join the pattern at a tangent at the most suitable point. You might also consider using a runway that is more advantageously placed than the runway-in-use.
32. Do not lower the landing gear until you are sure that the aircraft will reach the runway and, if the engine will not relight, move the throttle to CUT OFF. Concentrate on making a safe approach and landing.
33. Under certain circumstances, such as during final turn or a straight-in final, a zoom is not possible. Attempts to raise the nose rapidly could result in a stall. Attempts to relight the engine may not be successful in time, since it can take up to 30 seconds to regain power. In such a situation you will have very little time to decide whether to attempt a forced landing or to eject. It is essential that you maintain flying airspeed, and, if your decision is to eject, to do so as soon as possible.

ENGINE FAILURE ON TAKE-OFF

34. **Engine Failure on the Runway** - If the engine fails on take-off while the aircraft is still on the ground or just airborne, move the throttle to CUT OFF and stop the aircraft as soon as possible. Normally there should be sufficient runway and overshoot area remaining, but if you cannot stop the aircraft before it runs off the overshoot area, and there is danger of hitting an obstruction, raise the landing gear by means of depressing the downlock override switch and raising the control lever. The canopy should be jettisoned first, if time permits, by means of the alternate canopy jettison handle.
35. **Engine Failure Immediately After Take-Off** - If the engine fails immediately after take-off and there is sufficient runway remaining for you to abort the take-off, move the throttle to CUT OFF, lower the landing gear, and land straight ahead. If you have time, use flaps as required and jettison the canopy at your own discretion.