

MULTI-ENGINE RATING



Thank you for choosing Skill Aviation for your multi-engine training. We are confident that the quality of Skill's training is unsurpassed by any institution in the industry. Earning a multi-engine rating is rewarding but demanding. Our expectations are high because our aim is to transform you into a safe and competent multi-engine pilot.

Our \$3995 program is designed to quickly and effectively guide you through your multi-engine add-on training.

GROUND TRAINING

8 hours of group classroom training will thoroughly cover the following subjects:

- Multi-engine aerodynamics and principles of flight – one engine inoperative (OEI).
- Aircraft systems, limitations, performance, normal and emergency operations.
- G1000 system integration, operation, normal and emergency operations.
- Multi-engine operations. Flight planning, normal and emergency operations, checklists, one-engine inoperative (OEI) procedures. Judgment, decision making, and airmanship.

Everyone learns at their own pace and additional self study will be required to master the subject areas.

FLIGHT TRAINING

Anticipate at least 10 hours of flight training to obtain this rating. Lessons are summarized on the following page. Each lesson is divided into four parts:

1. Preflight discussion.
2. In-flight training.
3. Post flight briefing
4. Homework assignment.

Not everyone advances at the same rate, and many individuals will require more time to master the flight procedures. Mental preparation and visualization techniques are vital to steady advancement and progress. See the article on the bottom of the next page. You are free to use our simulators and sit in the aircraft when not in use to mentally prepare, visualize, and chair fly.

Earning your multi-engine rating requires a great deal of dedication and perseverance. Putting forth your maximum effort will allow you to achieve your goals on time and on budget.

We are proud of our training programs, which produce some of the most competent, proficient, and safe pilots in the country.

LESSON	FLIGHT TIME	CFI TIME	COMMENTS/PREPARATION
#1 VFR Maneuvers – Take-off, climb, maneuvering, steep turns, slow flight, stalls. Introduce one engine inoperative (OEI) procedures. Normal landings	1.0	2.0	Review PTS for VFR Maneuvers. Cockpit Familiarization – flow pattern. Memorize Checklists and VFR Profiles (power setting, configuration, airspeeds).
#2 VFR Maneuvers- Engine failure during take-off roll, maneuvering, steep turns, slow flight, stalls. Introduce enroute engine failure - feather & restart	1.0	2.0	Review PTS for emergencies. Aircraft systems. Review engine failure during take-off roll. Memorize enroute engine failure procedures & restart procedures.
#3 Emergency Procedures - Engine failure during & after take-off, Engine fire/emergency descent. OEI maneuvers. Introduce OEI traffic pattern & landing	1.0	2.0	Review OEI aerodynamics review emergency procedures (fire, electrical failure, landing gear failure, etc.) Memorize emergency procedures!
#4 Emergency Procedures: Vmc demonstration, emergency landing gear extension, OEI operations	1.0	2.0	Repeated chair flying and visualizations. Procedures must be memorized. It is mostly mental prep.
#5 Review	1.0	2.0	All maneuver shall be performed to PTS.
#6 Stage Check	1.0	3.0	All maneuver shall be performed to PTS.
#7 Instrument Procedures IFR Profiles. Intro to OEI during simulated instrument conditions.	1.0	2.0	Memorize and recite all IFR profiles and OEI IFR procedures. Enroute, descent, approach and landing. Chair fly!
#8 Instrument Approaches IFR Profiles, Single Engine Approaches	1.0	2.0	Procedures must be memorized. It is mostly mental prep.
#9 Checkride Preparation	1.0	2.0	All maneuver shall be performed to PTS.
#10 Checkride Preparation	1.0	2.0	All maneuver shall be performed to PTS.
	10.0	21.0	

VISUALIZATION and CHAIR FLYING Excerpt from a Max Trescott article:

Another major category of experience that counts but may get overlooked is “armchair flying.” I often tell my clients to practice armchair flying when they have a few quiet moments at home. Why? I recall reading years ago about a study in which three groups of basketball players were tested on their ability to throw baskets at the beginning and the end of an experiment. Group 1 was told to do no practice between the tests, Group 2 was told to actively practice shooting baskets, and Group 3 was told to spend time imagining they were shooting baskets. The results? Group 2 improved their performance the most, but Group 3 improved almost as much.

A similar study showed that successful Olympic athletes did more mental practice in the final stages of their preparation than less successful competitors did. I tell my clients that, when they’re practicing at home in an armchair, they should do more than envision themselves flying a perfect approach to a perfect landing. They should also visualize deviations and the corrections they would make in response. For example, imagine that you notice you’ve blown to the left of the runway and then visualize using a sideslip by lowering the right wing and pushing on the left rudder until you return to the centerline. From the armchair, you can just as easily fly an entire instrument flight by visualizing getting the ATIS, briefing the approach, flying the procedure turn, adding power to level off after each descent, and so on.

