Roundtable Notes: A Full-Throttle Approach

- It's extremely loud when flying with an engine that's over-revving—and really quiet after it's shut down. The prop will likely windmill well into the flare. (Dave)
- Excessive RPM is normal in the aerobatic world, but it's a big deal from the engine manufacturer perspective. They publish details of what to do after overspeeds of different durations. Most durations are only seconds long. (Dave)
- Even at full throttle, many engines with fixed-pitch props can't reach speeds much over redline in level flight. (Dean)
- Continental O-200s in the Reno Air Races routinely operate over 4000 RPM. (Dave)
- Some throttle systems will fail to wide open, but most won't. Know your system. (Paul)
- Using the mixture to rob the engine of power is much easier with a good fuel injection system; it's harder with a carburetor. (Paul)
- The curving approach has more options for adjusting the descent rate and probable landing point than a long straight-in. (Dave)

> ***"I think I have what I would call a healthy fear of exceeding the engine limitations."***
> ***— Dean (A&P, IA)***

- Arriving high over the airport has the added benefit of having more options open after shutting down the engine. It's also a hedge against engine failure before reaching the airport for an emergency landing. (Kevin and Katrina)
- Every pilot should practice the power-off 180 to an actual landing. Most pilots "muck it up" the first time they try it, but get the knack after only a few tries. (Wally)
- The slip is an awesome tool because you can put it in and take it out. Many pilots need more practice with slipping. (Wally)
- Emergencies are easier if you've "been there before." Keep your procedures as normal as practical in an emergency situation. (Katrina and Kevin)
- The most common ways to botch a power-out forced landing is being too low and not reaching the target. A close second is landing with too much speed. (Paul)

CHOICES BY EXPERT

Dave 3
Paul..... 3*
Wally..... 3
Dean 3
Kevin..... 3
Katrina 3
(*Choice with a caveat)

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