- Minimizing impact energy is what will allow the pilot to walk away. That's the most important thing. (**All**)
- The airplane in this configuration is going to sink quickly as it slows. The pilot just doesn't know how much. (**Catherine**)
- Given this pilot's lack of experience and the prior failed practice attempts, no Herculean efforts should be used. (**Catherine**)
- Small S-Turns could give more distance to the trees without being Hercules. (**Kevin**)
- This *is* the time to be Hercules. Slip or whatever it takes to lose energy and get on the ground now, but under control. Every knot counts. (**Dave**, **David**, **Wally**, and **Colleen**)
- I think the pilot would hit the trees before the airplane stalled from pitching up to slow down. Hitting the trees at high speed is the biggest concern. (**Dave**)
- This pilot had no business practicing engine-out procedures without a runway to land on. This kind of "to a field" practice should only be done once skilled with engine-out procedures and only to 500 AGL. (**David**, **Dave**, and **Catherine**)

"This is a scenario that we have to teach as flight instructors, that we have to test as examiners, and it's one of the least realistic things that we do." — Catherine

- The point of engine-out practice is learning how to judge your glide performance under various conditions and adjust as needed. So practice in a variety of configurations and conditions. (**David**)
- About 60 percent of engine failures are caused by the actions or inactions of the pilot. You must have a flow check down to memory. And below 500 feet, the flow is simply to secure the engine after you select a field. (**David**, **Colleen**, and **Catherine**)
- Partial power loss is far more common than full power loss. That should be practiced more. (**Kevin**)
- The engine must be secured (fuel and mags off), so it doesn't come back to life at the worst possible time. (**Colleen**)
- Too many pilots don't consider the wind and practice engine outs downwind. You must land into the wind. (**Wally**)
- Many things can go wrong on a practice forced landing, such as the flaps not retracting. (**David**)

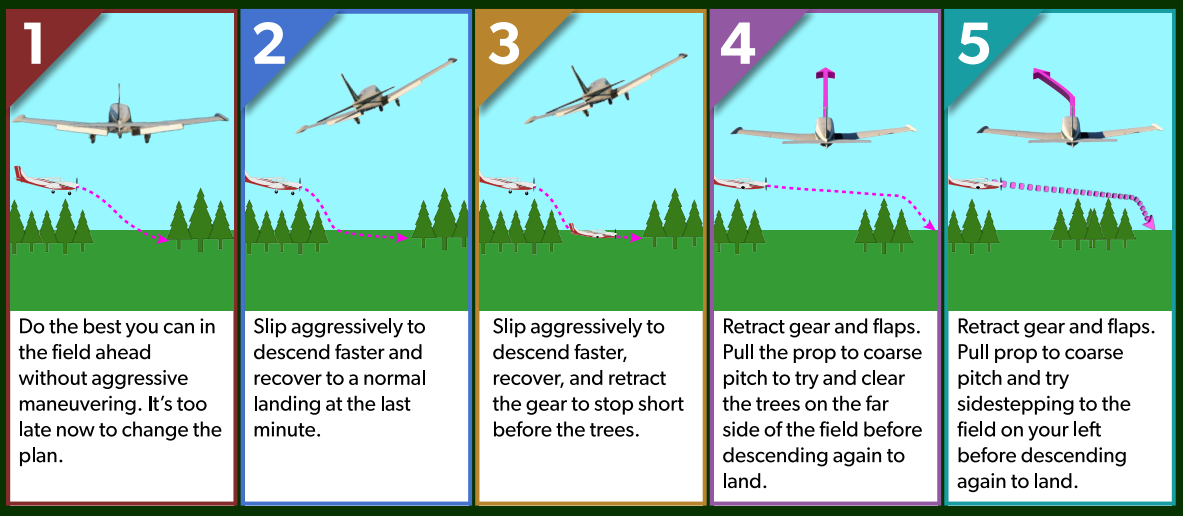
EXPERT CHOICES

1 Catherine, Kevin

2 Wally

2* David

2 3 Colleen, Dave



** Choice with a caveat*