Simulated Forced Landings (SFLs)

High Priority

1. **ESTABLISH BEST GLIDE**
2. Find (and fly) to a field - note direction of wind

Engine Restart

1. Carb Heat - ON (#1 cause of engine roughness)
2. Fuel Selector - SWAP
3. Magnetos - R/L
4. Primer - IN & LOCKED
5. Mixture - FULL RICH
6. Fuel Pump - ON

Communicate

1. Transponder - 7700
2. Transmit Mayday - 121.5 (guard) or local CTAF
3. ELT - ON

Below 1500’ AGL

1. Established on downwind for your field
2. Crack the door
3. Mixture - OFF
4. Fuel Selector - OFF
5. Seatbelts - ON (passengers should brace for impact, covering their head with their arms)

Considerations

- The best place to land is a runway, then a field, then a highway. Avoid roads, lakes, and trees unless absolutely necessary
- Maintaining Vg will keep you up in the air the longest. If you want to descend faster you can increase your airspeed - there is never any reason to fly slower than Vg.
- Take a moment to find a good field, remember it could be behind you or below you; dip the wings to check for those fields.
- The best practice for landing is to fly over your landing point, attempting to establish a left downwind between 1000’ to 1500’, then simply flying a tight pattern in for landing.
- You lose approximately 1000’ for every full rotation you do.
- Flaps and then a slip can be utilized to lose altitude without increasing airspeed.