



Multi Engine Rating (Private)

Haven't you got excited about flying a multiengine aircraft? When flying at night, over big bodies of water or desert it is an assuring feeling to have an additional engine in case one quits. But having an additional engine means dramatically increased performance capabilities compared to a single, which means more speed, more weight, better climb rate. On the other hand, if one engine quits you will not have the expected 50% of power due to the asymmetrical thrust situation. This is what will be mainly addressed in the multiengine training course.

American Flying Adventures uses a nicely equipped Seneca I for the training. Once you have finished your training, you may be checked out on our Seneca III and use it for a trip.



■ **Prerequisite:** Private Pilot License. You may start with your multiengine license right after your PPL. However we recommend to do a high performance checkout first and to get some flight experience in a single. This will shorten your training time in the twin. You should be able to read, understand and speak the English language and be at least 17 years old.

■ **Duration:** The VFR Multiengine Rating can be done in 3-4 days. For the IFR add-on we need additional 1-2 days.

■ **Program:** We use the Jeppesen curriculum which is one of the best in its industry. There is no written test but a thorough oral exam before your Check Ride. The questioning will focus on: one engine out procedures, aircraft systems, emergency procedures and weight and balance. For the IFR add-on you usually need to fly two ILS approaches, one with both engines and one with "one engine off."



■ **Valuable Final Product:** Multiengine Private Pilot either VFR or IFR. Enables you to fly multiengine aircraft for non commercial use.

■ **Costs:** From \$ 3200.--. Check out the "Package Prices" section for more information.

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