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of the airplane turbine engine is identical to any and all engines that extract energy from chemical fuel. The basic 4 steps for any internal combustion engine are:

1. Intake of air (and possibly fuel).
2. Compression of the air (and possibly fuel).
- 3.

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Familiarization A

turboprop engine is a variant of a jet engine that has been optimised to drive a propeller.

Turboprop equipped

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Turboprop aircraft are very efficient at lower flight speeds (less than mach 0.6), burning less fuel per seat-mile and requiring significantly less runway for takeoff and landing than a turbojet or

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INTRODUCTION

The following is basic material to help pilots understand how the propellers on turbine engines work, and how they sometimes fail. Some of these failures and malfunctions cannot be duplicated well in the simulator, which can cause recognition difficulties when they happen in

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actual operation.

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of jets, with the
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mid altitudes. Found on anything from a 50+ seat passenger aircraft to a single pilot cropduster, turboprop engines are perfect for safe, efficient regional travel. This is how they work... Of all turboprop engines, one of the most popular is the Pratt & Whitney PT6.

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Basic Familiarization of

the pilot looking

forward, so for example

on a four-engine aircraft

such as the Boeing 747,

engine No. 1 is on the

left side, farthest from

the fuselage, while

engine No. 3 is on the

right side nearest to the

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The Pratt & Whitney Canada PT6 is a turboprop aircraft engine produced by Pratt & Whitney Canada. Its design was started in 1958, it first ran in February 1960, first flew on 30 May 1961, entered service in 1964 and has been continuously updated since.

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turboprop engine is a turbine engine that drives an aircraft propeller.. In its simplest form a turboprop consists of an intake, compressor, combustor,

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turbine, and a propelling nozzle. Air is drawn into the intake and compressed by the compressor. Fuel is then added to the

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The basic 4 steps for any internal combustion engine are: 1) Intake of air (and possibly fuel). 2) Compression of the air (and possibly fuel). 3) Combustion, where fuel is injected (if it was not drawn in with the intake air) and burned to convert the stored energy. 4) Expansion

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and exhaust, where the converted energy is put to use.

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