

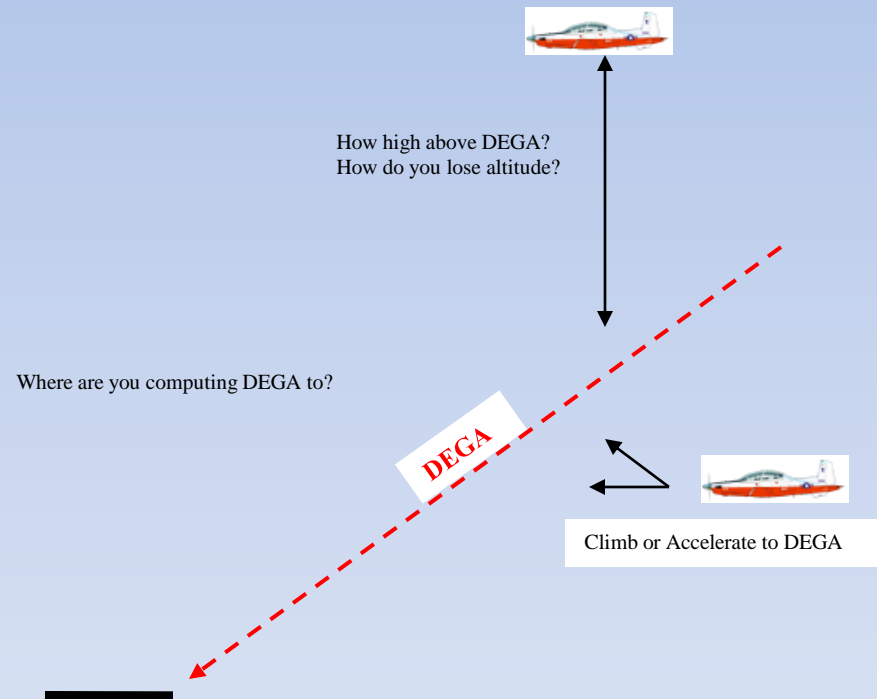
# Dead Engine Glide Distance (DEGA)

- **DEGA Calculation**

- Based on 2:1 glide distance ratio
- Two ways to calculate depending on need:
  - $2 \times \text{current altitude} = \text{glide distance}$
  - or
  - $\frac{1}{2} \text{ distance to field} = \text{required altitude}$
- Other altitude considerations
  - HK, LK, or Base Key altitude
  - Field Elevation
- Differentiate between training scenarios (always hitting HK) and reality (only able to hit a Base Key)

- **Using DEGA**

- Should be the climb or accelerate to intercept ELP and the “BIP” within the PEL checklist
- Don’t underestimate the Zoom/Glide
- Your position/situation decides which way to calculate and what you do



## You will usually fall into one of three cases in dealing with PEL's

### CASE #1: You have sufficient altitude/DEGA distance to reach nearest suitable airfield.

- Reduce power to 4 – 6% torque.
- Safely expedite using 360's, bow-ties, S-turns, slips, lower gear early, or any combination of these methods to dissipate excess energy.

### CASE #2: You do not have sufficient altitude/DEGA distance to reach nearest suitable airfield.

- Add power (as required by the emergency) and climb at 140 KIAS (best rate) to reach what you calculated as minimum AGL altitude to reach nearest suitable airfield.

### CASE #3: Weather conditions preclude aircraft from climbing to sufficient altitude/DEGA.

- Add power (as required by the emergency) and accelerate towards suitable airfield until DEGA distance is reached.

# Using your NAV/TSD display as a Situational Awareness (SA) tool

Normally using eyeball to gauge distance to field, but...

Do you need NRST?  
Direct-To?



Compass circle to determine general heading

Range defines compass circle

Compare airfield to range