

## What to fly when a twin is just too much...

### Source:

<http://www.ainonline.com/news/single-news-page/article/operator-report-pilatus-pc-12-14706/>

Certainly the PC-12 could never replace a heavy jet, but some pilots **AIN** spoke to admitted that their indifference to any single-engine airplane stemmed more from what looked like a backward career move than any technical or safety challenge.

Most people incorrectly assume a single-engine aircraft is less safe than a twin. According to Robert Breiling of Boca Raton, Fla.-based Robert E. Breiling & Associates, "There have been only five accidents in single-engine turboprops involving loss of power—one of which was in a PC-12—since record-keeping began in 1987. Three more occurred in Cessna Caravans. No fatalities occurred in any of these accidents." Aniello admitted, "We had one in-flight shutdown when the pilot ignored the chip detector." All aboard survived. With the prop feathered, a PC-12 can glide 80 mi—about half an hour—from 30,000 ft.

Overall, single-turbine reliability is 10 times better than that of single-engine piston aircraft. There are now some 1,000 turboprop singles flying worldwide that have accumulated 4.4 million flight hours. Breiling also added, "Twin turboprops often have more accidents than turboprop singles after losing one engine due to poor piloting skills."

Rosenbaum said, "One of the biggest dangers in losing an engine in a twin is assuming you are flying an airplane that is better than a glider. You may be, but only marginally. And will that twin perform as designed? I don't think so. There are too many pilots who think they will." Wilson agreed: "My background is in jets, where more engines are better. But I learned that, statistically, more people die after losing an engine in a twin than by losing the only engine in a single."