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Andrey Babin  
_Piedmont Airlines, Inc., andrey.k.babin@gmail.com_

Andrew R. Dattel Ph.D.  
_Emory-Riddle Aeronautical University, dattela@erau.edu_

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From 1985 to 1997, among all documented in-flight engine shutdowns, wrong engine included almost 50% for turboprop and 30% for turbojet aircraft (Sallee & Gibbons, 1999).

40% of interviewed twin-engine helicopter pilots admitted confusing engine throttle in an emergency at least once (Wildzunas et al., 1999; as cited in Aviation Safety Council, 2016).

Under stress, people tend to rationalize expected outcome, even if it does not correlate with reality, thus justifying erroneous decisions (Kontogiannis & Malakis, 2008).

Decision-making is especially critical on takeoff, when time is of the essence.

“Dead foot – dead engine” is currently used for identification of a failed engine.

A survey was created to acquire more information on wrong identification of a failed engine in twin-engine turboprop aircraft.

- The survey was created through SurveyMonkey.
- The survey consisted of 10 questions.
- Participants were sampled from one U.S. airline that operates twin-engine turboprop aircraft.
- Link to the survey was distributed via email.

49 airline pilots completed the survey.

- Average experience flying twin-engine turboprops – 9 years and 6,300 flight hours.
- Almost 23% admitted having problems identifying a failed engine at least once in simulator training.

Pros: most respondents found the method redundant and accurate.

Cons: most respondents found the method time-consuming and having a likelihood of error.

29% of respondents agreed that there could be a better method of identification of a failed engine.

The results of this study correlate with previous findings.

This survey was part of a larger study aimed at testing an alternative method of identification of a failed engine.

For further research, it is suggested to collect data from a bigger sample, as well as from pilots operating other aircraft types.