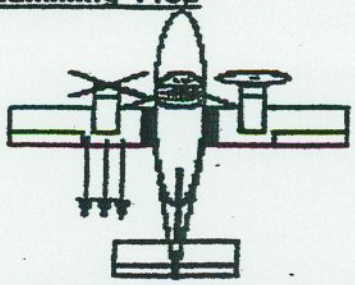
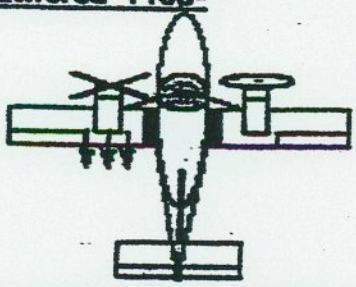
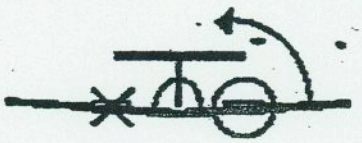
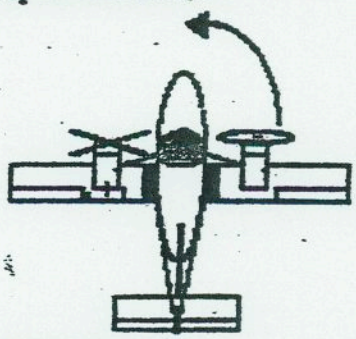
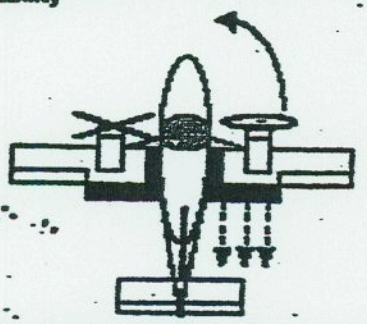
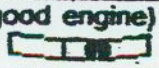
Configuration Factors	INCREASES Vmc	DECREASES Vmc	CERTIFICATION UNDER FAR 23
Propeller Condition	**Windmilling Prop-**  -Increased drag - 1) Air stream turns prop against the engine.2) Prop acts like a solid disk.	**Feathered Prop-**  -Decreased drag- Prop stops turning and blades have almost 0 degrees A.O.A. into airplanes R.W.	WINDMILLING RROPELLER (worst case)
Gear Condition	**Gear Up-** Less lateral stability 	**Gear Down-** increased lateral stability due to Keel effect. Gear acts like a keel on a boat.  -Decreased roll tendency.	GEAR UP (worst case)
Flap Condition	**Flaps at 0 Degrees-** Less longitudinal stability.  -P-factor is greater -Increased yaw.	**Flaps Down-** increased longitudinal stability  -Increased parasite drag ,good engine -Decreased P-factor -Decreased yaw.	FLAPS AT 0 DEGREES (worst case)
Degrees of Bank	**0 Degrees of Bank-** -Airplane flies in a side slip -Increased form drag -Decreased rudder effectiveness due to "blanket effect"	**5 Degrees of Bank-**(into good engine) -Hcl helps to relieve rudder pressure -Increased rudder effectiveness -Decreased form drag -Airplanes longitudinal axis is more parallel into R.W.	MAXIMUM 5 DEGREES OF BANK (not worst case)
Coordination	**Airplane In Uncoordinated Flight-**  -Airplane flies in a side slip -Increased form drag -Decreased rudder effectiveness	**Airplane with 1/2 Ball Slip-**(into good engine)  -Decreased side slip -Decreased drag -Increased rudder effectiveness	1/2 BALL SLIP (not worst case) (specified by manufacturer)