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AERONAUTICAL INFORMATION CIRCULAR

AIC B10/94 is hereby replaced.

Forced landing practice by students pilots

A past accident to a light single engine aircraft being flown by a student pilot caused damage to the aircraft which resulted in it being a write-off, and minor cuts and bruises to the pilot when he allowed the aircraft to stall at very low level when about to open throttle for the overshoot. The stalled condition of the aircraft was probably aggravated by the fact that the approach to the field was being made almost downwind in a wind of about 15knots, giving a false impression of speed due to the higher ground speed, and also helped by the effect of wind shear as the aircraft approached the ground. This state of affairs was due to the fact that the student approached the field of his choice in the particular direction so that he "would be in a good position for a direct approach to the aerodrome runway in use when he opened the throttle to overshoot".

Instructors are to ensure that

- (a) students pilots do not practice forced landing approaches to strange fields when flying solo unless briefed by their instructors to do so, and then they're not to come below 500feet above the ground, and always to approach into the wind (or nearly so) to ensure being correctly positioned in the event that the practice exercise becomes a "live" exercise, and;
- (b) approaches to aerodromes must be in accordance with normal circuit joining procedures at all times, even at remote and quiet aerodromes.

AT no time should an engine failure be simulated by pulling the mixture control to the "idle cut-off" or by turning the fuel cock to "off", since these actions introduce an extra hazard. Engine failure should be simulated by closing the throttle, and applying carburettor heat if necessary.



K. Kaseke
Acting General Manager

This circular is issued for information, guidance and necessary action.