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AERONAUTICAL INFORMATION CIRCULAR

AIC B31/94 is hereby replaced

Training and testing in asymmetric flights

Reports received from other administrations show that accidents continue to occur as the result of engines being shut down in flight to simulate engine failures. To avoid such accidents, all concerned are to note and follow the under mentioned procedures when carrying out training or tests in twin or multi engine aircraft.

Simulated Engine Failure

This shall be carried out by closing the appropriate throttle or thrust level. Power should not be cut off by placing the mixture control level to the idle cut off (ICO) position, or the fuel level to off.

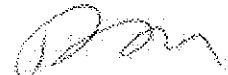
Practice feathering and unfeathering

It is appreciated that a student should be given training and tests in the feathering of a propeller. However, this must be done at a safe height, preferably at normal cruise speeds.

Minimum control speeds

Under no circumstances should asymmetric flight be continued at speeds down to the stall. Many light twin engine aircraft will stall before reaching a single engine minimum control speed (VMCA) and to enter a stalled condition with asymmetric power applied can easily result in the aircraft entering a spin from which recovery can take a very large amount of height. A safe-engine speed (VSSE) which allows a considerable margin above the stall speed for the particular configuration should be used at all times when training or testing under asymmetric flight conditions particularly when turbulent weather exists.

When carrying out asymmetric flight for training or testing purposes the controlling ATC unit should be advised by using the term "Simulated asymmetric". This indicates flight with one or more engines throttled back and capable of quick reversion to normal.



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