

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

FOR RELEASE: 6:30 P.M., E.D.T., SEPTEMBER 9, 1976

(202) 426-8787

ISSUED: September 9, 1976

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Forwarded to:

Honorable John L. McLucas  
Administrator  
Federal Aviation Administration  
Washington, D. C. 20591  
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SAFETY RECOMMENDATION(S)

A-76-121

On January 17, 1976, a Beech D95A entered a spin in the airport traffic pattern and crashed near Montgomery County Airpark, Gaithersburg, Maryland. A flight instructor and an applicant for a multiengine land class rating were killed in the crash.

The National Transportation Safety Board's investigation of the accident disclosed that there are flight instructors who use the mixture control to shut down an engine in order to test an applicant's ability to identify a failed engine. This is sometimes done at traffic pattern altitudes.

Because Montgomery County Airpark is uncontrolled, the Safety Board could not confirm that the use of this training procedure contributed to the accident. However, we believe that when this procedure is used at traffic pattern altitudes, the airplane may not be at a proper position to allow an instructor to overcome possible errors in judgment or technique on the part of the applicant.

We note that the pilot flight-test guides for multiengine applicants, private and commercial, suggest that engine-out approach and landing demonstrations be simulated by reducing power, and do not require an engine shutdown. Since the FAA does not endorse the practice of shutting down an engine at or near traffic pattern altitudes in order to simulate engine failure on approach and landing, this practice should be discouraged.

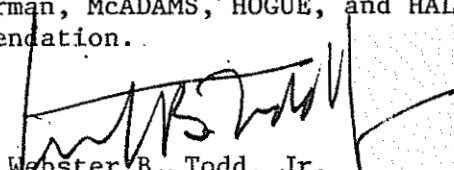
Accordingly, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Honorable John L. McLucas

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Advise all flight instructors immediately, through flight examiner standardization programs or through direct contact with the National Association of Flight Instructors, the Aircraft Owners and Pilots Association Air Safety Foundation, and any other flight-instructor organizations, to eliminate engine shutdown and substitute reduction of power as a technique for simulated engine-out emergencies at low altitudes. (Class I - Urgent Followup) (A-76-121)

TODD, Chairman, BAILEY, Vice Chairman, McADAMS, HOGUE, and HALEY, Members, concurred in the above recommendation.

  
By: Webster B. Todd, Jr.  
Chairman

THIS RECOMMENDATION WILL BE RELEASED TO THE PUBLIC ON THE ISSUE DATE SHOWN ABOVE. NO PUBLIC DISSEMINATION OF THIS DOCUMENT SHOULD BE MADE PRIOR TO THAT DATE.