

Communication Summary

May 31, 2017

Information from: Ms. Chelsea Stein Engberg



Summary & Factual Information: Ms. Stein Engberg reported, in part, that the Academy she is at, trains in S2B and S2C models. Below are the basics we teach for engine failure in a Pitts:

ALWAYS:

1. Pitch for best glide
 2. FLY THE PLANE and pick landing point
 3. Shut off fuel, mixture, master, mags prior to landing
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If altitude/time IS available:

- 3a. Check fuel on/boost pump (if available) on
- 3b. Check fuel valve, mixture, master & mags (restart)
- 3c. If restart fails be sure to shut off fuel, mixture, master, mags prior to landing

With regard to the pace/urgency to get things done - getting pitched to best glide and to continue to stay cognitively engaged (not panic) and fly the plane must be immediate. Beyond that it is dependent upon the person's altitude at the time of engine failure. If high, they can take a bit of time (methodical but continuous - a flow they should practice and know) to get the restart attempted - if low, get the fuel/mixture shut off and just focus on flying the plane all the way into a complete landing/stop. There's an additional discussion to how quickly people respond to an event like this (if at all) depending on their level of stress/panic when the emergency occurs.

Regarding briefing, we do a safety brief discussing general transfer of controls, g-forces and emergencies. Regarding emergency briefings, along with bail out procedures (and potentials causes) we always state that in the event of an emergency the instructor will take over control of the aircraft and either handle landing or giving the bail out directive (assuming pilot is conscious of course). We also state that in the event of an usual attitude we will give the student as

much time as we can to recover (and verbally assist them) but, if there's an emergency or if the student doesn't recover from an upset by our designated soft deck, the instructor will take over the controls/command of the aircraft.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator