



SUBJ: Conducting Engine Failure Simulation in Helicopters with Reciprocating Engines.

SAIB: SW-12-12

Date: January 12, 2012

This is information only. Recommendations aren't mandatory.

Introduction

The Special Airworthiness Information Bulletin (SAIB) advises you, owners and operators of Schweizer 269C and 269C-1 aircraft, that Schweizer has updated the instructions and warning in the approved Pilot Flight Manual (PFM) to avoid throttle chops to full idle, minimizing the possibility of engine stoppage.

Background

The Windsor Locks Flight Standards District Office has found numerous National Transportation Safety Board (NTSB) accident reports involving practice autorotations of rotorcraft with air-aspirated engines. Most of these accidents were caused by pilots conducting a rapid movement of the throttle, i.e. throttle chop, resulting in the shutdown of the air-aspirated engine. Another major factor in the accidents is that the autorotations were practiced where by a safe touchdown could not be accomplished with an unplanned engine shutdown as is required by the FAA's "Flight Instructor Practical Test Standards for Rotorcraft, Helicopter, Gyroplane" (FAA-S-8081-7) and "Commercial Pilot Practical test Standards for Rotorcraft, Helicopter, Gyroplane" (FAA-S-8081-16). At this time, this airworthiness concern is not an unsafe condition that would warrant AD action under Title 14 of the Code of Federal Aviation Regulations (14 CFR) part 39.

Recommendations

The FAA strongly recommends that pilots and operators of rotorcraft with Schweizer 269C and 269C-1 follow the updated PFM revision #18 which was approved on June 28, 2011. The PFM was updated to clarify instructions for practice autorotations and to clarify warnings for pilots that "rapid throttle reductions to full idle shall not be conducted".

Furthermore, a "Post Flight Requirements" section was added to the PFM to require the pilots to complete the following:

- Brief PAX on exit safety,
- Shutdown in accordance with Paragraph 4-14 & 4-16,
- Service aircraft as required,
- Notify maintenance of discrepancies, and
- Secure aircraft as required.

For Further Information Contact

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