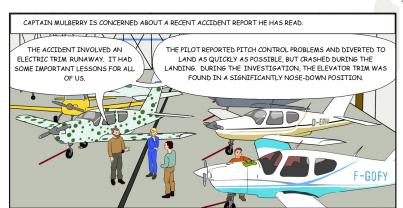


Sunny Swift

'Trim runaway'





AND OFF THEY FLY. WHEN THEY ARE HIGH ENOUGH, STRAIGHT AND LEVEL, SUNNY STARTS THE OUT-OF-TRIM EXERCISE.

LET'S ROLL IN ENOUGH TRIM, THIS TIME INDUCING A DOWNWARD PITCH. YOU WILL QUICKLY FEEL THE FORCE NEEDED TO MAINTAIN PITCH ATTITUDE.



NOW IMAGINE THIS HAPPENS WHEN YOU'RE ALONE, WITH A WORSE, SUSTAINED MISTRIM, AND YOU ARE TRYING TO CONTROL THE AIRCRAFT AND WORK OUT WHAT TO DO.

IT'S IMPORTANT TO RECOGNISE A TRIM RUNAWAY QUICKLY,
AND TO KNOW WHAT TO DO.



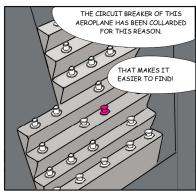
THE ELECTRIC TRIM NEEDS TO BE DISENGAGED IMMEDIATELY, OR THE FORCE NEEDED CAN QUICKLY BECOME SO HIGH THAT YOU CAN'T EVEN RELEASE ONE HAND FROM THE STICK WITHOUT LOSING CONTROL. MAKE SURE YOU KNOW THE CHECKLISTS AND PROCEDURES FOR THE AUTOPILOT AND TRIM SYSTEMS — MOST AIRCRAFT HAVE MULTIPLE WAYS TO DISENGAGE THE TRIM SYSTEM.



THIS OLD AIRCRAFT HAS NO TRIM
DISCONNECT SWITCH, BUT ONLY A CIRCUIT
RREAFER

IN SOME TYPES, SUCH AS THIS ONE, IT CAN BE ESSENTIAL TO KNOW FROM MEMORY WHICH CIRCUIT BREAKERS TO PULL.





KNOW YOUR AIRCRAFT AND THE EMERGENCY PROCEDURES. IN CASE OF A TRIM RUNAWAY, A QUICK REACTION IS CRITICAL. EASA HAS SOME ADDITIONAL INFORMATION IN ITS SAFETY PROMOTION MATERIAL, SO TAKE A LOOK AT THAT IF YOU WANT TO KNOW MORE.



You can find links to

- Trim runaway information
- EASA Safety Promotion

in the 'RELATED CONTENT' section

Please, send your comments and ideas to: generalaviation@easa.europa.eu

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