

TICKET #IE314_151

QTG 2cii 1a – Flap change dynamics during take-off (retraction), was run manually during this evaluation. All three tolerance item graphs (airspeed, altitude and pitch) were completely outside allowed tolerances and could not be passed.

27-03-2023

Alsim have agreed to internally test this and report back.
If they can or cannot reproduce - a remote session will be scheduled.

04-04-2023

ALSIM requesting remote access.
I have provided a list of potential times and dates.

14-04-2023

ALSIM want access week starting the 17th April - They also require a pilot.
I have sent dates for myself and Dan Lynch to be available.
Expecting feedback/resolution week starting the 17th April

18-04-2023

Remote session booked for the 26th April - Booked a 2 hour maintenance slot on the 314.
Requested Dan Lynch to be there too so he can fly the plane according to the instructions whilst ALSIM monitor the inputs remotely.

26-04-2023

Remote session. Alsim confirmed. Instructions are not clear and cannot pass the QTG without input from pilot not specified in the instructions.

18-05-2023

Requested update from ALSIM

28-05-2023

Instructions given from Alsim on how to adjust instructions on the MQTG file.
I have requested Dan Lynch create different instructions allowing the QTG to pass.

01-08-2023

Delayed ticket. Annual leave of both myself and Dan. Instructions created and suggested to Alsim that these updated instructions conform to the requirements of the testing of this QTG

14-08-2023

Ran the manual test with Dan Lynch - Re-wrote the manual instructions and submitted to ALSIM. Although its not perfect (manual rarely are) the tolerance lines all follow correct trend and magnitude.

25-03-2024

Unable to find the MQTG made with Dan Lynch last year.
Ran new one today with Barry Twomey

[QTG Manual](#)

Closed Michael Smith