

Circuit introduction

CIRCUIT TRAINING

Objectives

- To take-off and follow published procedures that conform to the aerodrome traffic circuit, avoiding conflict with other aircraft.
- To carry out an approach and landing using the most suitable runway.

Considerations

Take-off

Slipstream	Strikes tail and yaws aeroplane
Torque	Tries to rotate aeroplane and yaws aeroplane
Keeping straight	With rudder as required - look ahead
Crosswind	Tries to weathercock aeroplane, keep straight
Headwind	Reduces take-off roll - always take-off into wind
Tailwind	Increases take-off roll
Climb angle	Headwind increases climb angle
Take-off into wind	To minimise ground roll and distance to 50 feet
Power	Full power for maximum performance
Flap	Usually not used
Runway length	Calculated length required for take-off

Landing

Wind	Into wind to reduce ground roll and distance from 50 feet
Flap	↑ L and D, lower stall speed and lower nose attitude
Power	Controls RoD, more airflow over elevator and rudder
Brakes	On ground only
Runway length	Calculated length required for landing

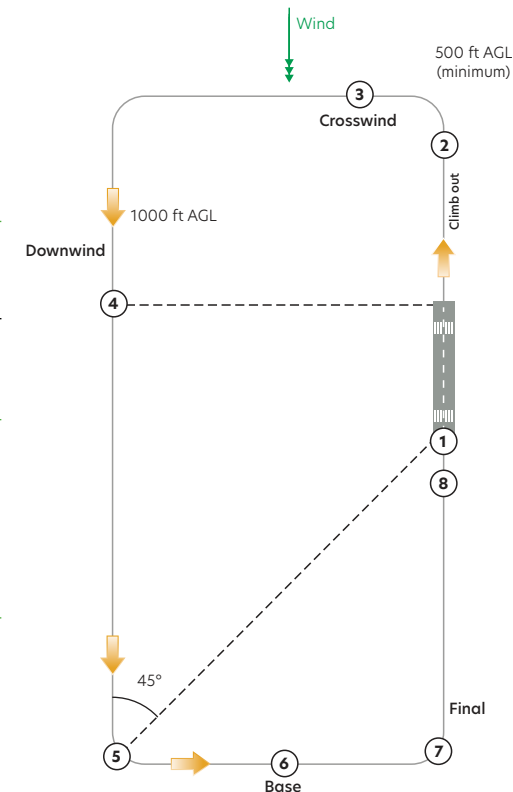
Airmanship

- ATC/Traffic
- Checklists
- Right of Way rules

U	Undercarriage	Down and locked
B	Brakes	Brake pressure checked, park brake off
M	Mixture	Mixture rich
F	Fuel	Fuel on fullest tank, fuel pump on, pressure checked
H	Harnesses and hatches	Seatbelt secure and doors\canopy closed

Air exercise

- Take-off**
 - Reference point and line up checks
 - Hold on brakes
 - Keep straight
- Climb out**
 - Separation
 - After take-off checks
 - Turn at 500 feet AGL
- Crosswind**
 - Tracking and lookout
- Downwind**
 - Downwind radio call
 - Checks
 - Spacing
- Base turn**
 - Lookout
 - Reference point
 - Carb heat HOT
 - Power reduced to _____
- Base leg**
 - Track
 - Flap - further stage(s)
 - Attitude controls airspeed
- Final**
 - Anticipate turn - 500 feet
 - Aim point
 - Attitude controls airspeed
- Landing**
 - Landing assured, close throttle
 - At 50 feet nose progressively raised for roundout/flare
 - Look down end of runway
 - Progressively increase back pressure to control sink
 - Touch down on main wheels
 - Let nosewheel settle
 - Keep straight
 - After-landing checks - clear of runway



Aeroplane management

S	Suction	Suction gauge operating in the green range
A	Amps/Alternator	Alternator functioning correctly
D	DI	DI synchronised to compass and functioning correctly
I	Ice	Carb ice checked for and carb heat applied if required
E	Engine	Temperatures and pressures are in green range

Human factors

- Landing cues
- Workload/priorities