Glide approach

CIRCUIT TRAINING

Objective

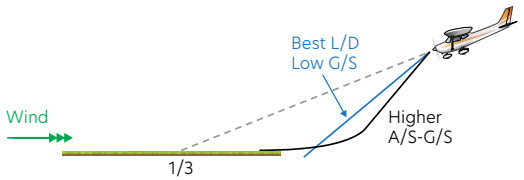
To complete a landing without engine power from the late downwind and 500-foot area.

Considerations

Headwind on final

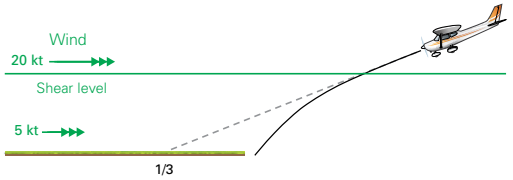
If aim point moves up windscreen (undershooting):

- Increase airspeed – better penetration of headwind



Windshear on final

- Only method available to deal with windshear is to increase airspeed



Moving the aim point

Assuming the 1/3 aim point can be reached, move touchdown point towards you by changing L/D ratio using:

Flap

- Increases drag

Airspeed

- Reducing airspeed could lead to stall
- Increasing airspeed can lead to float at round out

S-turns

- Increases distance
- Decreases L/D ratio

Sideslip

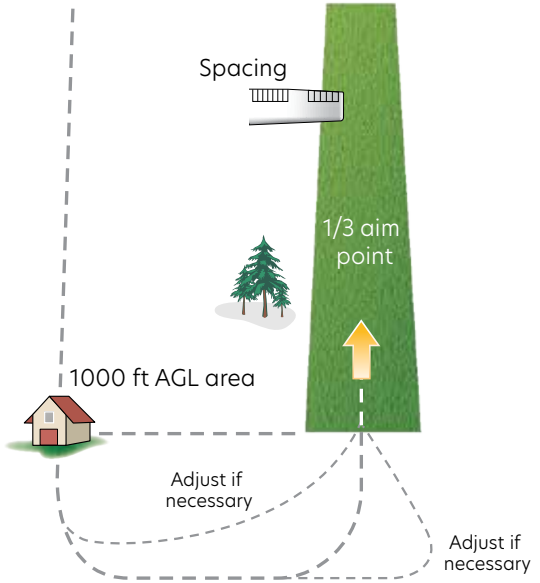
- Aileron and rudder in opposite directions (roll in/yaw out of turn)
- Not very effective in modern aeroplanes, better if combined with flap
- Some aeroplanes have prohibition on sideslipping with flap
- Caution – maintain airspeed

Air exercise

- Confirm spacing, configure late downwind
- Carburettor heat, reduce power, maintain height, and trim
- 1000-foot area close throttle start base turn
- Reference 1/3 aim point to about 500 ft AGL

"Can the 1/3 aim point be easily reached?"

Yes	Make manoeuvres to reduce the L/D ratio, where necessary, in sequence and combined to bring the touchdown point closer to the threshold.
No	Delay the application of flap until the answer is a positive yes.



Airmanship

- Aeroplane safety in doubt – go around
- Not automatic right-of-way
- No pax
- Adjustments for slope

Aeroplane management

- Carb heat HOT
- No engine warms

Human factors

- High rate of descent – optical illusions