

Circuit Considerations

CIRCUIT TRAINING

Objectives

To continue circuit training.

To use the touch and go and go and go around procedures.

To use the terms and procedures employed when a deviation from the normal circuit is required.

1. Considerations

Touch and Go

- On runways with enough length can land, retract flap and takeoff without stopping
- Saves time, can do more circuits

Go Around / Overshoot

- If for any reason the landing needs to be abandoned
- Full power, raise flap, climb ahead

Orbit

- 360° medium level turn
- Used to adjust spacing or to hold
- Commonly done downwind

Extend Downwind

- For separation
- Extend the downwind leg, and turn base when instructed

Repositioning

- Usually done downwind, but can be done on any leg
- Change of direction used when there is a change of runway

Low Level Circuit

- 500', for quicker circuit to practice landings
- Should only be done with instructor on board
- Does not give you automatic right-of-way

Wind Gradient

- Wind strength decreases closer to the ground because of friction
- Affects flare – possible floating

Windshear

- Sudden change in wind speed and/or direction
- Wind needs to be 10 kts or more
- If encounter sudden drop in airspeed and/or altitude – Go Around

Wake Turbulence

- Disturbed air caused by wing producing lift
- Aircraft produces spirals from wingtips
- Avoid by keeping safe distance from aircraft ahead, especially those bigger
- If encounter – Go Around

Dumb-Bell Turn

- Change circuit direction change by 180° turn on climb out

Glide Approach

- See separate briefing

2. Airmanship

- Aviate – Navigate – Communicate
- ATC clearances
- VFR minima in CTZ

3. Aeroplane Management

- SADIE checks

S Suction

A Amps/Alternator

D DI

I Ice

E Engine

4. Human Factors

- Orientation cues

5. Air Exercise

Touch and Go

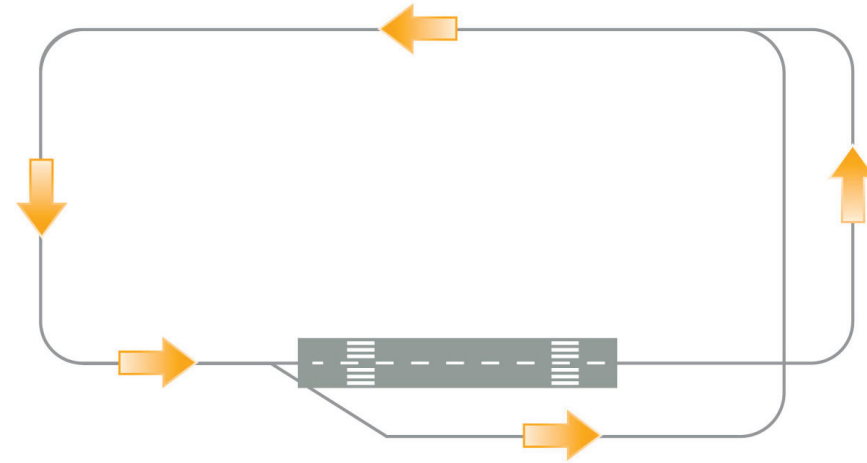
- Once nosewheel on runway, raise flap and apply full power.

Go Around

- Carry out any time a safe landing cannot be made
- **Aviate – Navigate – Communicate**
- Normal procedure, not emergency
- Carb heat COLD
- Full power – beware of pitch change
- Nose to level attitude

- Keep straight
- Takeoff

- Reduce from full flap
- As speed increases nose on the horizon
- Safe height, safe airspeed, +ve RoC – raise flap
- Track to the right of the runway
- Continue climb out to normal crosswind turning point
- Advise ATC “going around”



Go-around path