# Glide Approach

CIRCUIT TRAINING

## Objective

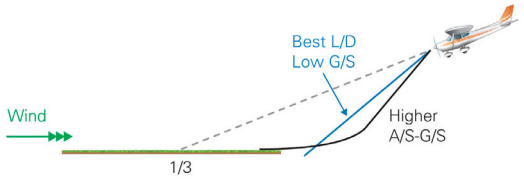
To complete a landing without engine power from the late downwind and 500-foot area.

## 1. Considerations

**Headwind on Final**

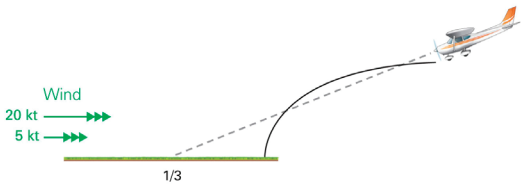
If aim point moves up windscreen (undershooting):

- 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
- Not very effective in modern aeroplanes, better if combined with flap
- Some aeroplanes have prohibition on sideslipping with flap
- Caution – maintain airspeed

## 2. Airmanship

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

## 3. Aeroplane Management

- Carb heat HOT
- No engine warms

## 4. Human Factors

- High rate of descent – optical illusions

## 5. Air Exercise

- Confirm spacing, configure late downwind
- Reduce power, maintain height, carburettor heat early 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.