

THE GLIDE APPROACH

OBJECTIVE:

1. To revise the forced landing approach from the 1000' AGL area, descending to about 500' AGL, aiming 1/3 into the runway.
2. To adjust the touchdown point to have the maximum possible runway length available for landing.

CONSIDERATIONS:

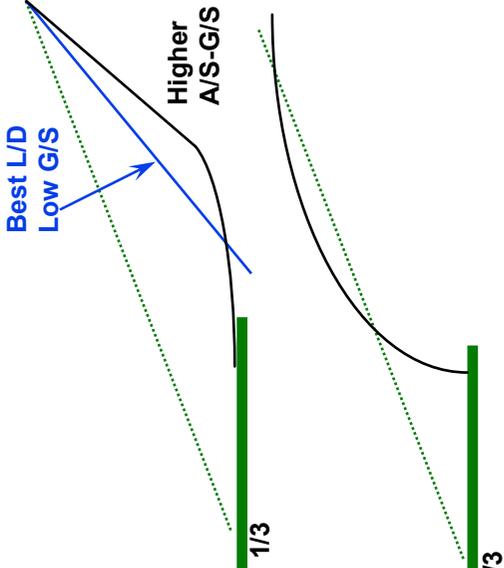
Strong Headwind on Final:

Lower nose to increase A/S & G/S



Wind Shear on Final:

Lower nose to increase A/S



L/D Ratio is Reduced by:

1. Flap
2. Airspeed - increase ('push down')
3. S-Turn
4. Sideslip (if permitted)

AIRCRAFT MANAGEMENT:

Simulated - by closing throttle, power is available if required due under or overshoot.

No Right Of Way (R.O.W)

No Pax when practicing

Max flap speed - white arc

HUMAN FACTORS:

Vision - depth perception
- Anticipate round out

Effects of slope (OHP)

AIR EXERCISE:

1. Downwind

- Check spacing
- Nominate 1/3 aim point
- Normal downwind checks

2. Late Downwind

- Carb heat hot
- Reduce some power (2000 rpm?)
- Maintain height
- Trim

3. At 1000' (AGL) Area

- Throttle closed
- Commence turn to base
- Assess approach, aiming 1/3 in

NEVER EXTEND 1000' AREA DOWNWIND

4. At about 500' (AGL)

able to reach 1/3 area easily without flap

- Modify the touchdown point

1. Flap

2. 'Push down'

3. S-turn

4. Sideslip (if permitted)

5. After Landing or During Go-around

- Consider options - **Maximum braking**

- **KEEP THE CABIN INTACT**

