Circuit considerations

CIRCUIT TRAINING

Objectives

- To continue circuit training.
- To use the touch and go, and go around procedures.
- To use the terms and procedures employed when a deviation from the normal circuit is required.

Considerations

Touch and go
- On runways with enough length can land, retract flap and take-off 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
- Not recommended at uncontrolled aerodromes

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

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
- 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

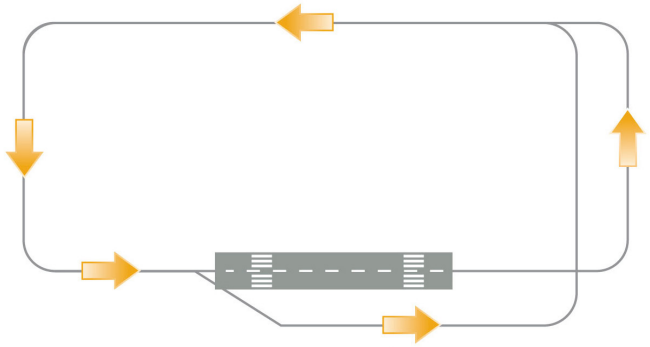
Dumb-bell turn
- Change circuit direction change by 180° turn on climb out

Glide approach
- See separate briefing

Air exercise

Touch and go
- Once nosewheel on runway, raise flap and apply full power
- Keep straight
- Take-off

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
- 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

Airmanship

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

Aeroplane management

- SADIE checks

S	**S**uction
A	**A**mps/Alternator
D	**D**I
I	**I**ce
E	**E**ngine

Human factors

- Orientation cues