

The Circuit

- What problems do we see?
- Circuits are flown too fast
- Circuits are flown too close and too high
- This results in being too high turning final
- There is a disconnect between speed control and glide path control
- Final approach speeds are too high due to aiming (see above) diving at the runway
- As a result, landings occur in the 2nd half of the runway

Why is this important?

- The primary deterrent to transition to cross-country is the fear of landing out
- Transition to cross-country is a proven retention strategy for club growth
- We need to teach proper circuits and teach it consistently

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- The purpose of flying a circuit is to organize traffic arriving at the airfield to fly in an orderly manner, it being vital to know what pattern other aircraft will fly to maintain a safe operation. By specifying a standard circuit pattern, pilots will be better able to fly safely together with

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- The main objective in flying a circuit is to arrive at the right height and position to be able to make a safe final turn with adequate speed. Backing up from this point, we have intermediate points or areas in the circuit at which decisions are to be made.

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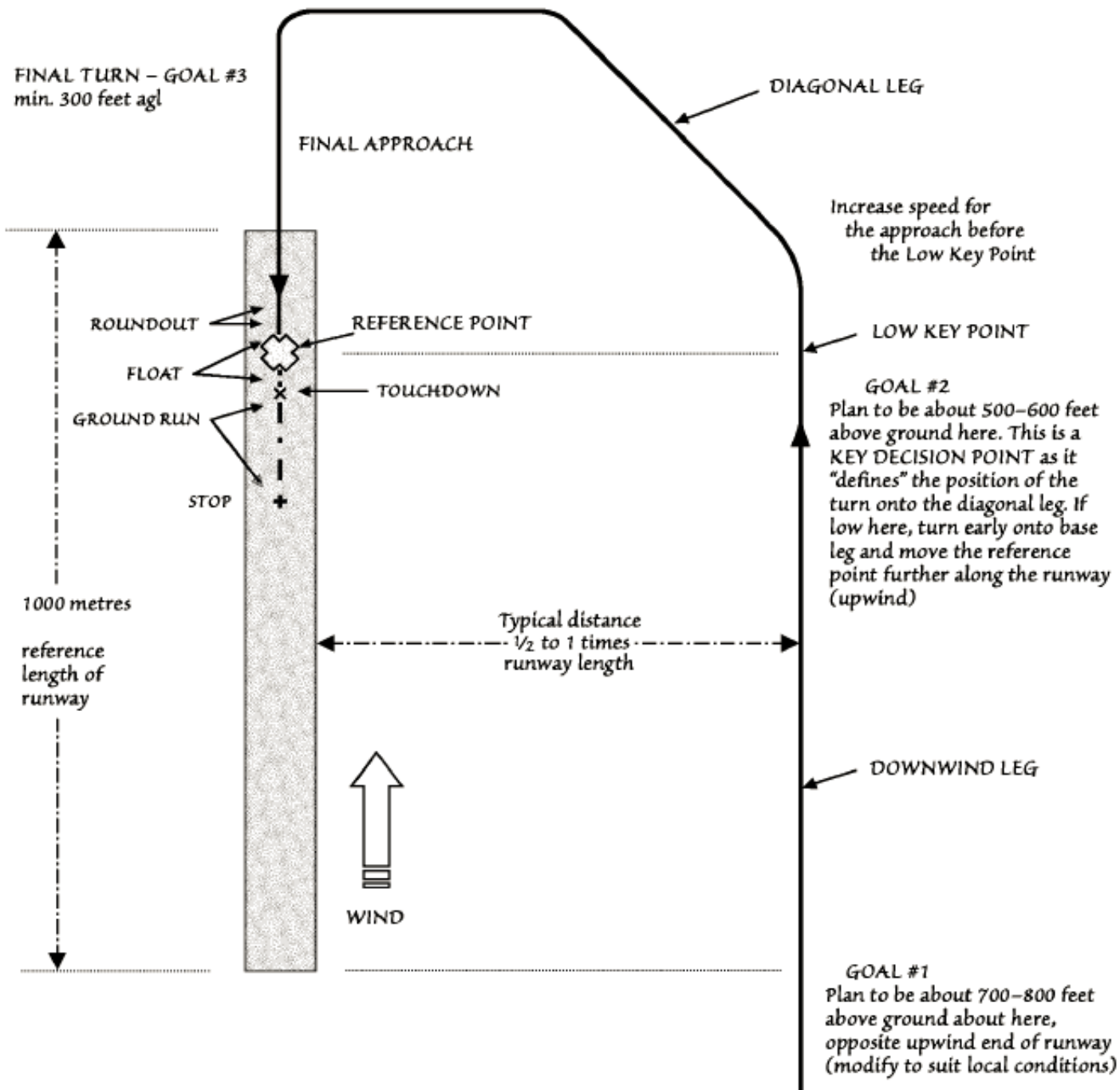
- Remind the student how to calculate the **approach speed**. This is the A – Airspeed item in the SWAFTS check. The **downwind** leg itself is best flown at 45 knots (or 50 mph), not at the approach speed.
- While SAC says 45 kts, standard practise in other parts of the World is **best glide speed on downwind**, in K-21's this is 50 kts

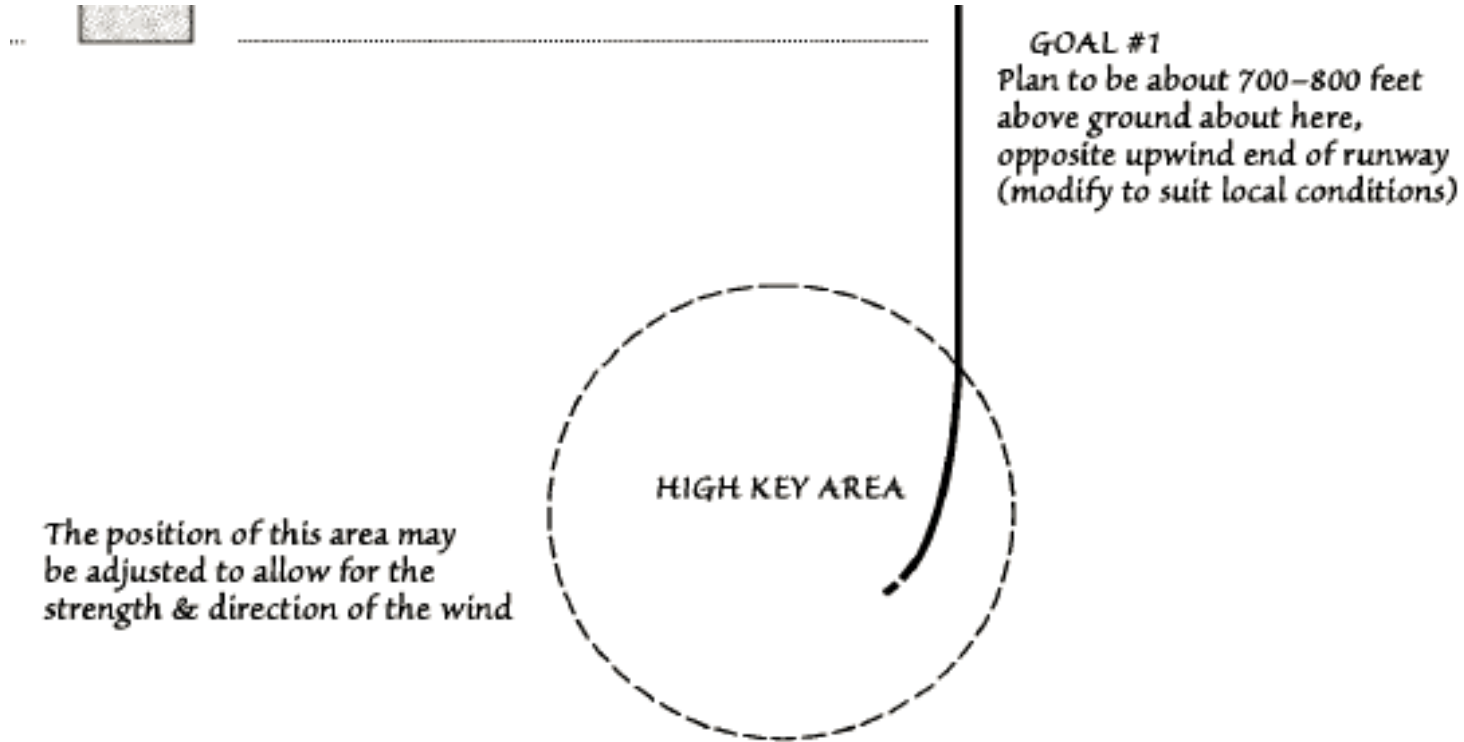
Approach Speed

- Several years ago because of excessive speed on landing SOSA standardized on the following:
- Approach Speed = Yellow tick + 5 kts + $\frac{1}{2}$ the gust factor (for normal wind conditions)
- For strong wind conditions, 20 kts, then increase the yellow tick speed by an acceptable margin and add $\frac{1}{2}$ the gust factor.
- In general the maximum approach speed should never/not exceed 75 kts

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- The speed should be increased to the chosen approach speed as the low key point is approached.
- At SOSA, the accepted practice is to establish the approach speed after the low key and before turning base.





The position of this area may be adjusted to allow for the strength & direction of the wind

HIGH KEY AREA

GOAL #1
Plan to be about 700-800 feet above ground about here, opposite upwind end of runway (modify to suit local conditions)

