

NOTES FOR STUDENTS FLYING THE PATTERN AT LAWRENCE FIELD – L23, L33, PW-5

THE WHOLE IDEA IS DISTRIBUTING THE WORKLOAD.



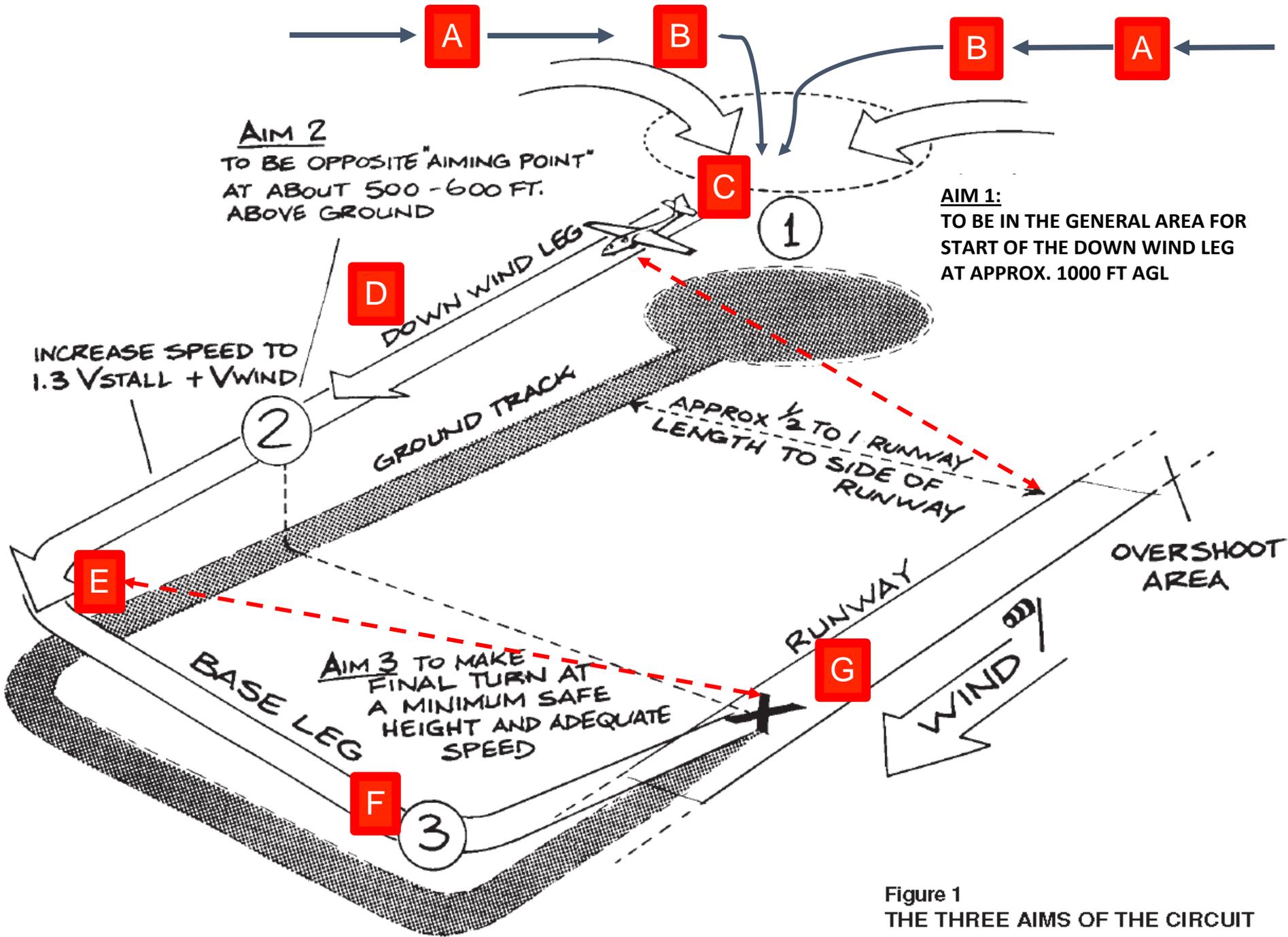


Figure 1
THE THREE AIMS OF THE CIRCUIT

Point



FROM EITHER DIRECTION THE LANDING CHECKLIST IS TO BE PERFORMED, ANNOUNCE EVERY ITEM LOUDLY.

- U – “UNDERCARRIGE** “DOWN AND LOCKED”. CHECKED TWICE. IT IS ALSO A MENTAL SWITCH. YOU SWITCH FROM THE “SOARING” MODE TO THE “LANDING” MODE.
- S – SPEED** “SET TO ...” → NEVER BELOW 50 KT. CALM WEATHER, 50 KT IS FINE.
→ THERMAL ACTIVITY, MODERATE WIND: 55 KT.
→ GENERAL RULE: MINIMUM APPROACH SPEED PLUS HALF OF THE WIND GUSTING FACTOR.
- T – TRIM** “SET”, REALLY MAKE SURE THE TRIM IS SET. RELEASE THE STICK AND MAKE SURE THE NOSE DOES NOT WANT TO MOVE UP OR DOWN. FINAL APPROACH IS VERY UNCOMFORTABLE, IT MEANS EXTRA WORK TO KEEP THE SPEED AT THE DESIRED VALUE WHILE THE GLIDER WANTS TO MOVE ITS NOSE UP OR DOWN.
- A – AIRBRAKE** CHECK IT AND KEEP IT UNLOCKED. LEFT HAND STAYS ON THE AIRBRAKE HANDLE UNTIL ROLLOUT.
- L – LOOK** LOOK FOR INCOMING AND OUTGOING TRAFFIC, ANY KIND OF POSSIBLE CONFLICTING TRAFFIC. CHECK THE RUNWAY, MAKE SURE YOU ARE AWARE OF ANY KIND OF MOTION ON THE GROUND. TOW PLANES, GLIDERS, TRACTORS, GOLF CARTS, ETC.
- L – LAND** FROM THAT POINT ON YOU FOCUS ON THE LANDING.

Point



TIME TO DO THE RADIO CALL: “LAWRENCE TRAFFIC, GLIDER BRAVO ALPHA RUNWAY 7 (OR 25) RIGHT (OR LEFT) DOWNWIND LEG, GEAR DOWN AND LOCKED.”

KEEP IN MIND: IF YOU DID NOT PERFORM POINTS “A” AND “B” BEFORE POINT “C”, YOU WILL SPEND THE ENTIRE DOWN WIND LEG WITH THE CHECKLIST AND THE RADIO CALL.

IT MEANS, YOU WILL NOT FOCUS ON BUILDING UP A PATTERN AS PERFECT AS POSSIBLE.

Point  LOOK DOWN TO THE RUNWAY, **JUDGE AND ANNOUNCE** YOUR ANGLE TO THE RUNWAY. THEN **ANNOUNCE** WHETHER YOU LIKE IT OR NOT.

IT ALSO HELPS MENTALLY, YOU REMIND YOURSELF ABOUT A POSSIBLE TOO FAR-OUT OR TOO CLOSE POSITION. IT FORCES YOU TO DO SOMETHING ABOUT IT!

YOUR ANGLE HAS TO BE BETWEEN 30 AND 45 DEGREE. 30 DEGREE IS VERY SHALLOW AND FAR OUT, 45 DEGREE IS THE NEAREST. IF YOU FLY CLOSER THAN 45 DEGREE, YOU WILL NOT HAVE ROOM TO FLY A BASE LEG.

Point  MEANS THE DOWN WIND LEG. ON THE DOWN WIND LEG YOU HAVE TO CONTINUOUSLY CHECK THREE THINGS:

1. POSITION – RELATIVE TO THE RUNWAY, KEEP IT PARALLEL
2. SPEED – 50-55 KT, THE SPEED YOU DECIDED AND SET AT POINT “A”.
3. SINK RATE – BETWEEN 3-4 KT. USE THE AIRBRAKES AS REQUIRED.
IF YOU FLY INTO SINK, CLOSE IT. IF YOU FLY INTO LIFT, OPEN IT.
4. DO IT AGAIN AND AGAIN, CHECK YOUR POSITION, CHECK YOUR SPEED, CHECK YOUR SINK RATE.

Point E

THE MOST IMPORTANT DECISION: WHEN TO TURN ON TO THE BASE LEG?

THE “GLIDER FLIGHT TRAINING MANUAL” DISCUSSES THIS QUESTION, SEE CHAPTER “LANDINGS”, FROM PAGE 94.

LOOK FOR TRAFFIC FROM THE OPPOSITE DOWN WIND LEG AND THE LONG FINAL APPROACH AREA.

TURNING TO BASE:

1. DO YOUR RADIO CALL – “GLIDER BRAVO ALPHA TURNING BASE RUNWAY 7 OR 25”
2. PERFORM A STEEP TURN.

RIGHT AFTER FINISHING YOUR TURN TO THE BASE LEG, **ANNOUNCE** WHETHER YOU ARE HIGH OR LOW.

I AM "HIGH, LOW, OR THAT LOOKS ABOUT RIGHT". IF YOU SAID HIGH OR LOW, FIX IT IMMEDIATELY!

- IF YOU WERE HIGH, MOVE OUT AND / OR OPEN THE AIRBRAKES.
- IF YOU WERE LOW, MOVE IN TOWARD THE RUNWAY AND / OR CLOSE THE AIRBRAKES.

Point F

TURNING ON TO FINAL.

1. DO YOUR RADIO CALL – “GLIDER BRAVO ALPHA TURNING FINAL RUNWAY 7 OR 25”.
2. PERFORM A STEEP TURN.

Point G

ROLL OUT.

IF YOU CAN, OR YOU HAVE TO LEAVE THE RUNWAY, PLEASE LEAVE IT TOWARD THE NORTH SIDE.