

<u>LOW G</u>	<p>Check for zero or low G tolerance.</p> <p><u>AIR EXERCISES</u></p> <ul style="list-style-type: none"> At 55 knots pull nose up to 20 degrees above the horizon then push gently asking the pilot to stop at the normal gliding attitude. If the problem exists then get the pilot to focus on the horizon.
<u>INCIPIENT SPINS FROM STRAIGHT AND LEVEL</u>	<p>Must do aerobatics check – HASELL.</p> <p>At the stall may have to induce a wing drop.</p> <p>Before Autorotation occurs use sufficient opposite rudder and simultaneously move control column centrally forward. This may or may not necessitate full rudder.</p>
<u>INCIPIENT SPINS FROM A TURN.</u>	<p>Induce with a slow crossing of the controls in a small-banked turn.</p> <p>Try and keep a normal nose attitude.</p>
<u>CIRCUIT PLANNING</u>	<p>Must have a break-off altitude. Explain Down wind, Base and Final legs.</p> <p>Pre landing checks SUFB.</p> <p><u>Safe Habits</u> – Must maintain a safe speed near the ground. $V_s + 10 + \frac{1}{2}$ wind speed.</p> <ul style="list-style-type: none"> Watch out for other traffic. Check wind speed and direction. Check for landing area obstructions. <p>On Downwind pick out an aiming point – keep approx 30 to 40 degrees to aiming point (horizontal angle).</p> <p>On Base make allowance for the wind.</p> <p><u>Main Faults</u> – Pupil failing to decide on a landing point.</p> <ul style="list-style-type: none"> Having difficulty in assessing their own glide path.
<u>APPROACH</u>	<p>Teach well-banked turns approx. 30 degrees.</p> <p>Explain about airbrake effect.</p> <p>Must maintain a consistent airspeed + or – 3 knots.</p>
<u>LANDING</u>	<p>Explain Round out or Hold off.</p> <p>Explain about wind gradients.</p> <p>You should start to round out when the runway starts to flatten out and you start losing the perspective of height and you start getting the perspective of length then one should look ahead approx. 300 to 400 metres or the same as driving a car at 100 kph.</p> <p>The flight is not over until the aircraft has come to a complete stand still.</p> <p><u>AIR EXERCISE</u> – cover up the altimeter on the circuit.</p>
<u>BOUNCED LANDING</u>	<p>Occur because the glider is rounded out too late or by an insufficient amount. As the tail hits the AOA is increased and the additional lift causes a bounce.</p> <p>Can be caused by wind gradients or maybe not looking far enough ahead.</p>
<u>BALLOONING</u>	<p>Cause is usually the pilot shutting the airbrakes. Failure to understand where to look or maybe getting too mechanical with the controls.</p>
<u>FLARE TOO HIGH</u>	<p>The basic cause is generally looking too far ahead.</p>
<u>AEROTOW</u>	<p>Key actions are – keep the wings level with towplane wings.</p> <ul style="list-style-type: none"> keep an aiming point on the towplane tail. <p><u>Pre-take off and Ground run</u> – Coarse control movements may be needed at the early stages of the ground roll.</p> <p><u>Separation and Climb away</u> – keep approx. 6 to 10 feet above the ground.</p> <p><u>Normal climb and Level flight</u> – use the trim to help reduce the control loads.</p> <p><u>Release</u> – must maintain a lookout and watch rope drop away before turning right.</p> <p>IF YOU LOSE SIGHT OF THE TOWPLANE – RELEASE IMMEDIATELY!</p> <p><u>AIR EXERCISES</u> - Box the wake (brief the tow pilot first).</p> <ul style="list-style-type: none"> Glider displacement
<u>AEROTOW EMERGENCIES</u>	<p><u>Wing waggle</u> – release immediately.</p> <p><u>Rudder waggle</u> – airbrakes open.</p> <p>If unable to release – fly to the left of the towplane and waggle wings (or use the radio)</p>
<u>CABLE BREAKS</u>	<p>Have a plan before take off.</p> <p>Make sure the rope has gone.</p> <p>Must have flying speed.</p> <p>Altitude will determine action. If height is a problem land ahead or within a 45° sector</p>