

<p><u>STEEP TURNS</u></p>	<p>Steep turns can be considered as those with a bank angle in excess of 45 degrees. A good look out when changing direction rapidly must be emphasised. The student may become disorientated after practising a number of turns. Explain -The stall speed is higher in the turn due to the increased loading on the wing. E.g.; On a 2 G, 60 ° bank angle, stall speed is approx 1.5 times higher than normal. If a turn is tightened beyond the normal limits for a steep turn or the speed to slow a stall will develop. Speed up before initiating the turn. <u>COMMON FAULTS</u> - Not maintaining a constant nose position on the horizon. - Failing to keep enough back pressure on the control column resulting in a badly slipping turn which becomes a spiral dive. - Getting faster and faster in a turn because they leave on too much bottom rudder.</p> <p><u>AIR EXERCISE</u></p> <ul style="list-style-type: none"> • Start with a bank angle of 45° and work up to proficient 60° bank angles. • Reverse steep turns keeping speed variation + or – 5 knots. <p>If the speed builds up, reduce the bank before attempting to reduce the speed.</p>
<p><u>CROSS WIND LANDINGS</u></p>	<p>There are two main methods CRABBING METHOD & WING-DOWN METHOD. <u>CRABBING METHOD</u> - This method has the advantage that it can be used in very strong cross winds. Care and practice are required are required to yaw the glider with rudder at just the right moment on the point of touch down. <u>WING-DOWN METHOD</u> - This method is suited to landing across sloping ground with the wind blowing up the slope (the bank gives greater wing tip clearance). The glider is turned directly into line with the landing path and sideslipped by putting the into wind wing low. Bank must be reduced near the ground to avoid a wing hitting the ground and the glider kept straight with rudder after landing.</p>
<p><u>SIDE SLIPPING</u></p>	<p>It is recommended that it be initially taught at height using a line reference (e.g., a road or land mark) and then used on approach when some skill has been achieved. To initiate the sideslip, first roll to a moderate bank (into wind wing down) while applying sufficient rudder to prevent the glider from turning. The bank angle will govern the decent rate. The speed should be the same as a standard approach. A.S.I can not be relied on. Monitor the nose position very carefully. To recover, roll the wings level and control any tendency to yaw with rudder.</p>
<p><u>FIELD LANDING TRAINING -BASICS</u></p>	<p>The pilot must have selected a suitable field at a landing appears likely i.e. below 2000 ft AGL. A standard circuit must be carried out if possible. <u>PADDOCK SELECTION</u> – in order of importance. Neumonic – W4’s 1. WIND-Smoke, dust, flags, crops and trees, cloud shadows, wind on water, drift. 2. SLOPE- Rivers, swamps, lakes, crop lines, fences, tracks, shadows. As a general rule if you can see slope when looking down on a paddock then it is too steep to use. Can land on a small up slope but not downhill. 3. SIZE- Power poles (4 poles good), telephone poles, sports fields, roads and buildings. Often a longer landing distance can be obtained by landing diagonally. 4. SURFACE- Mown hay, pasture, hay, small crops, roads, ploughed grounds, beaches. Surface type will also affect the braking action. 5. OBSTACLES – Undulations, ditches, drains, electric fences, stones, holes, power wires, cattle and sheep. Up wind trees may cause a wind gradient. Simple neumonic - D - direction selected for wind and slope. A - area suitable for landing. O - landing area obstruction. A person with good eyesight and lighting can see cows legs at 1000 ft and sheep’s legs at 800 ft AGL. Depending on pupil’s eyesight and lighting, heights may be less. DON’T PANIC - ABILITY AND TRAINING WILL BRING YOU THROUGH.</p>
<p><u>SOME OFTEN FORGOTTEN RULES OF THE AIR</u></p>	<p>When two aircraft are approaching head on, or nearly so each alters course to the right. When ridge soaring, the glider with the ridge on the left gives way to oncoming gliders by tuning out from the ridge. Landings must be made on the left of the available landing area and to the right of gliders landing ahead or already landed.</p>