

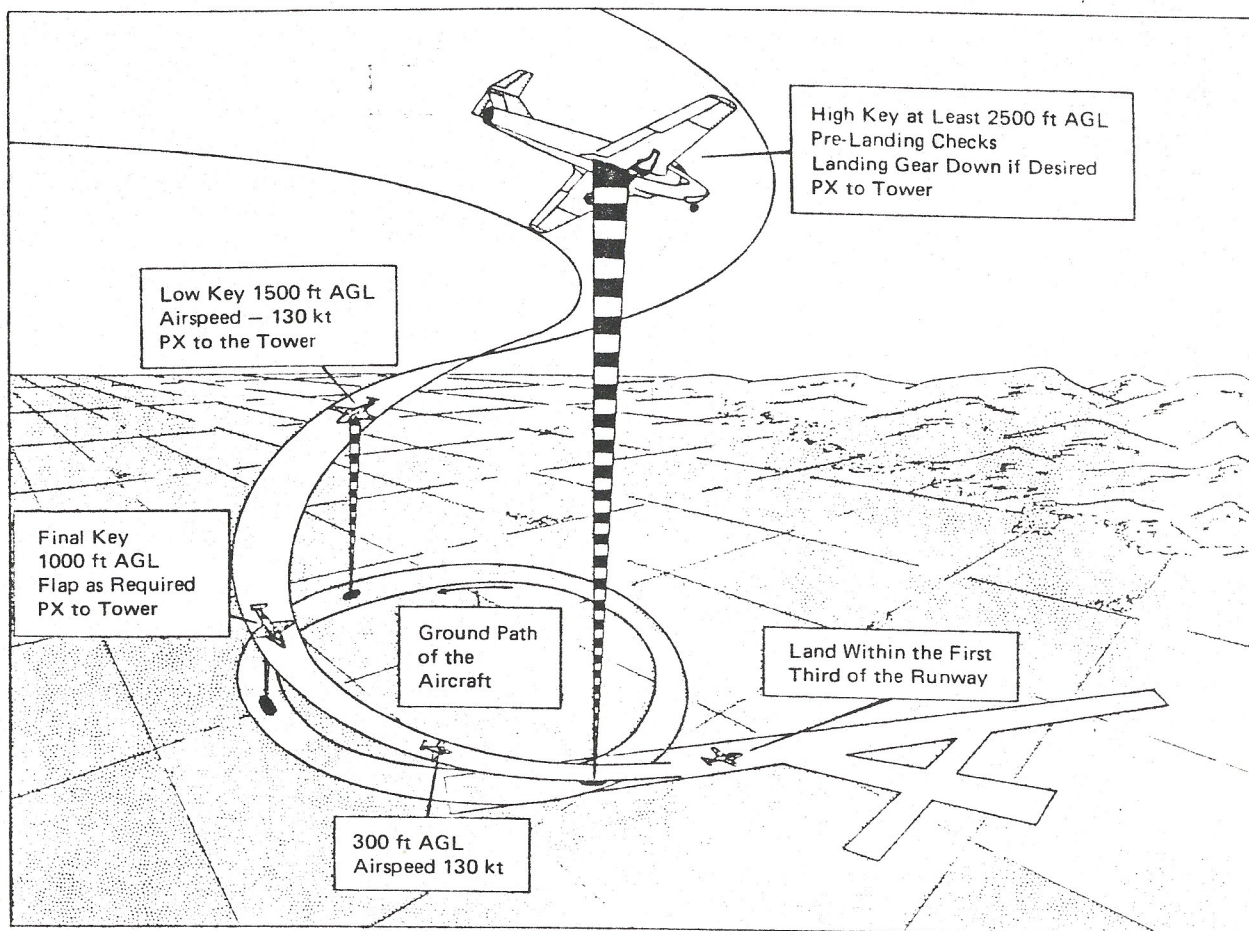


Figure 7-1 A Forced-Landing Pattern

12. If it becomes apparent that you are above the ideal glide profile, your rate of descent can be increased by gliding at a speed above 130 knots.

13. A headwind or tailwind will affect your gliding range. In a strong headwind, increasing the gliding speed slightly will result in greater gliding range.

THE FORCED-LANDING PATTERN

14. The Tutor will lose approximately 2200 feet in a 360-degree turn at 130 knots with 30 degrees of bank and the landing gear down. The high-key altitude is 2500 feet AGL, because the extra 300 feet provide an increased measure of safety and permits the pilot to use the drag devices and to roll the wings level on short final.

15. On reaching high-key, start a turn using approximately 30 degrees of bank in the direction of the orbit and lower the landing gear. Your next checkpoint is low-key, which is at 180 degrees of turn, at 1500 feet AGL.

16. After 270 degrees of turn, the aircraft should be 1000 feet AGL. This checkpoint is the final-key position. In normal wind conditions half flap is lowered at final-key, full flap once landing is assured. Aim to land in the first third of the runway and use flap to bring the touch-down point closer to the threshold. After the final-key position, maintain 130 knots until lined up with the runway by 300 feet AGL. Cross the threshold at approximately 105 knots and land within the first third of the runway.