Flapless landings

CIRCUIT TRAINING

Objective

To carry out a flapless approach and landing.

Considerations

- In all cases, when faced with the unexpected
- **Aviate - Navigate - Communicate**

Flap system

- Flap system operated by _____
- Electrical system diagrammatics
- Flap operating system diagrammatics

Detection

- To help detection of this failure before getting airborne
- Thorough preflight inspection
- Sound systems knowledge
- Regular SADIE checks
- Probably won't detect it until base leg
- Once detected - go-around

Causes

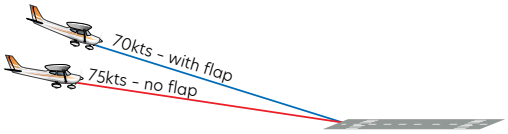
- Mechanical linkage failure (manual or electric flap)
- Electric flap motor failure
- Electrical current failure
- Overspeed - should never happen
- Always limit speed to below V_{FE} before deploying flap

Diagnosis

- Once in level flight, can then diagnose problem
- Check electrics for indications - master ON, CB set, battery output
- Visual check for indication failure

Procedure

- Stall speed ↑ therefore approach speed higher (5 kts)
- Longer landing distance - P-charts have no detail
- Less power required
- Descent angle shallower
- Less visibility over the nose



Air exercise

- Will simulate late downwind
- Carry out a go-around and position downwind

Downwind

- Downwind checks and radio call
- Assess runway length
- Confirm appropriate approach speed
- Choose power setting for approach
- Extend downwind leg

Base

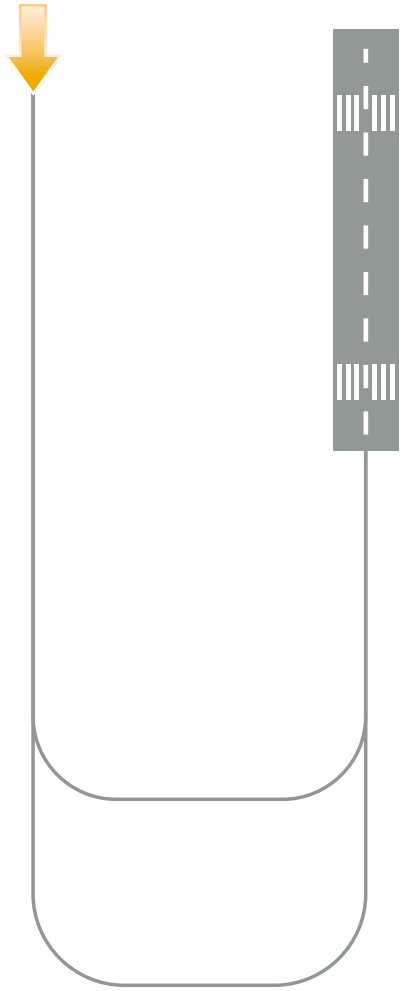
- Lower power
- Higher nose attitude
- Trim
- Anticipate turn onto final

The approach

- Attitude to maintain higher approach speed
- Small power changes to adjust RoD
- Higher nose attitude - less forward visibility
- Attitude + Power = Performance

Landing

- Less round-out
- Slight hold-off
- Do not over-flare - wait for touchdown
- Caution floating - may require go-around



Airmanship

- Good systems knowledge
- SADIE checks
- Higher approach speed

Aeroplane management

- Small power changes to adjust approach path

Human factors

- Higher nose attitude causes illusion and acceleration