

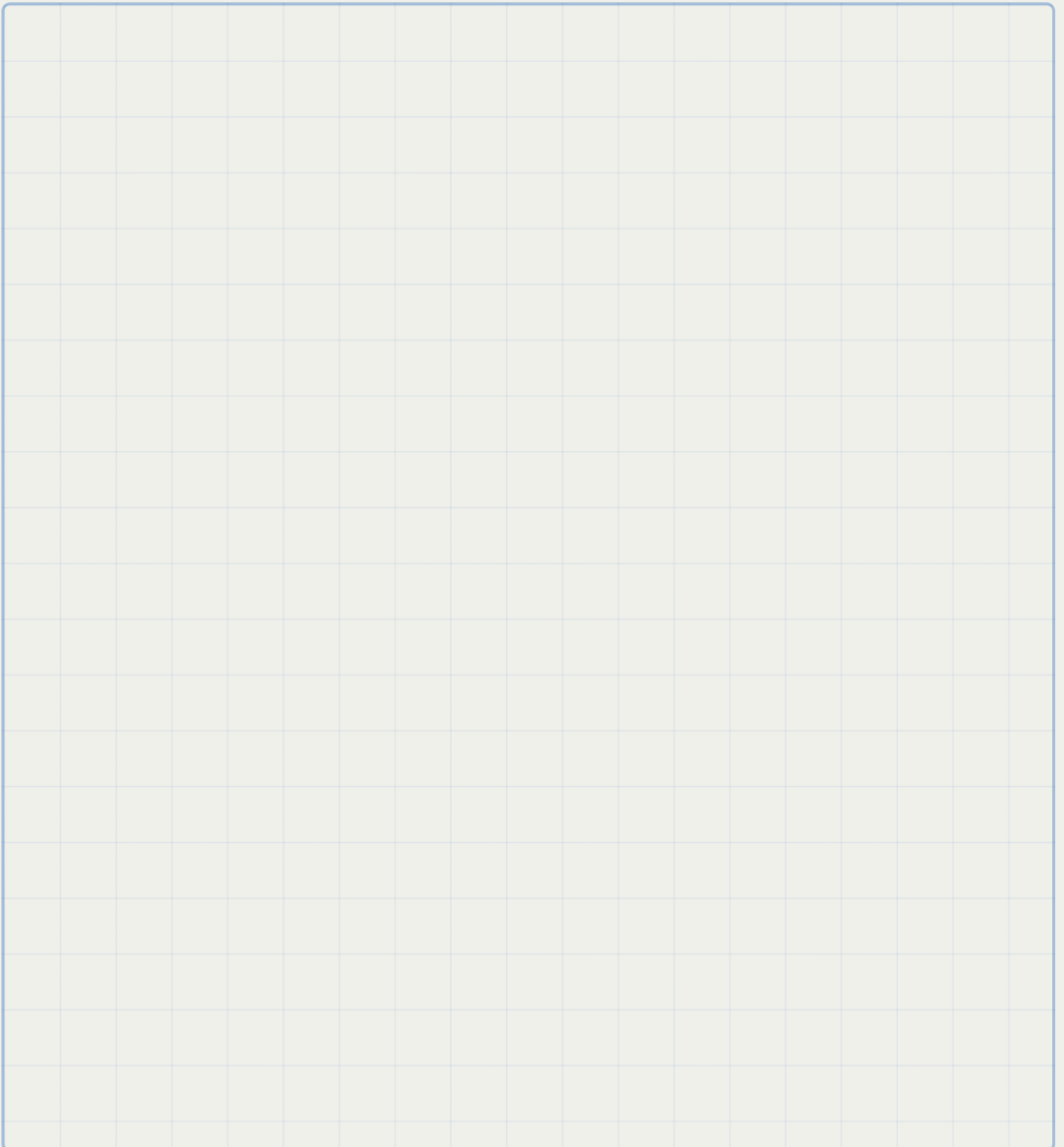
Circuits — Flapless and Go-Arounds

CASA Recreational Pilot License (Aeroplane) — Lesson 8, Pre-flight Briefing Notes

These notes help you plan and run an interactive **whiteboard briefing** immediately before the flight — they are components to draw from, not a script to read.

My whiteboard and running order

Before the lesson, read the sections that follow, then come back here: note *your* running order and approximate timings, and sketch the whiteboard you'll draw — your circuit, the normal and flapless approach paths side by side, and the go-around climb-out. For inspiration, see the NZ CAA Flight Instructor Guide whiteboard for [Flapless landings](#).



Using these notes

By this lesson the student flies the circuit, approach and landing. Keep this briefing to about **15 minutes** at the whiteboard, working interactively: **ask, draw, and listen** rather than present. Today's new material is built on one idea — *a landing is a decision* — so let the student reason their way to it.

The components (choose your own order on the planning page):

Component	~ time
The aim of the flight	1-2 min
Today's flight — whiteboard walk-through	4-5 min
Threats and how we'll manage them	3 min
Airmanship emphasis — the go-around decision and lookout	3-4 min
Questions, then fly	1-2 min

The aim of the flight

Ask — "We've been flying circuits. What's new for today?"

Expect — in the student's own words:

- **consolidate** the normal circuit, approach and landing
- fly a **flapless approach and landing** — a flatter, faster, powered approach
- carry out a **go-around** before touchdown
- **recover from a baulked landing** — go around from a bad or bounced touchdown

Write the aim on the board — these all hang off *deciding not to land*.

Today's flight — whiteboard walk-through

Draw — the circuit, then layer today's exercises onto it. Fill in your local details:

- Runway: _____ Circuit direction: _____ Circuit height: _____ ft
- CTAF / frequencies: _____ Flapless approach speed (POH): _____ kt
- Go-around point: _____ Who flies which circuit: _____

Draw — the exercise sequence (build it up over several circuits):

1. **Consolidation circuit(s)** — normal approach and landing, student flying as much as ready
2. **Flapless approach and landing** — draw the flatter path beside the normal one; higher speed, power on, longer float, longer roll
3. **Go-around in the air** — abandon a stable approach before the flare, climb on the centreline
4. **Baulked landing recovery** — go around from a deliberately high hold-off or a bounce

Ask — "What are the go-around actions, in order?"

Expect — *Full power → Attitude (arrest descent, climb) → Flap up progressively → Climb and re-trim, on the extended centreline. If this doesn't come back cleanly, build it on the board now — it's the backbone of the flight.*

Threats and how we'll manage them

I'M SAFE and PAVE are standing checks before **every** flight — by now the student runs them, rather than being taught them.

Ask — "Run me through your I'M SAFE — any flags today?"

Expect — honest self-assessment. A busier, higher-workload lesson rewards a clear head.

Ask — "Apply PAVE to today's flight — what stands out?"

Expect — Pilot, Aircraft, enVironment, External pressures. Listen especially for the **enVironment** angle: today's wind _____ and the **circuit traffic** _____, since go-arounds put us back into the pattern.

Draw — the genuine threats you and the student identify for *this* flight:

Ask — apply **TEAM** to each: "What are our options?"

• **Transfer** · **Eliminate** · **Accept** · **Mitigate**

Likely ones to surface: **wake turbulence** behind other traffic on a go-around; a **flatter flapless approach** misjudged; **directional control** on a longer/faster landing roll; **slow speed at low altitude** after a baulked landing — full power applied but time and distance needed to accelerate to a safe climb speed.

Airmanship emphasis — the go-around decision and lookout

This lesson's emphasis: **the go-around is the default**, and today the circuit is **busy** — every abandoned approach puts us back among other aircraft.

Draw — the stable-approach gates as a checklist on the board: **glide path · alignment · speed · configuration · runway clear**. Any one missing → go around.

Ask — "When is the latest you can decide to go around?"

Expect — there is no cut-off — on final, in the flare, even after a bounce — but the lower and slower you are, the more demanding it is, so decide **early**.

Rehearse — walk through the go-around actions aloud together, then the baulked-landing version: full power, **don't pitch into the ground**, level then climb, flap up in stages, centreline. Rehearsing it on the ground means the first real one in the air is **not a surprise**.

Ask — "On a go-around, what's our first radio priority?"

Expect — *fly first* — aviate, navigate, **then** communicate; climb on the centreline and keep the lookout going before reaching for the radio.

*A go-around is a **well-flown outcome**, not a failure. We'll make it routine today so it's never a shock.*

Questions, then fly

Ask — "Any questions before we head out?"

Quick recap as you pack up the whiteboard:

- A landing is a **decision** — if it isn't stable, go around
- Flapless: **flatter, faster, power on** — longer float and landing roll
- Go-around: **full power · attitude · flap up · climb** — centreline, then turn
- Baulked landing: go around **without hesitation**, don't fly back into the ground

Confirm who flies which circuit, brief the first go-around before the first circuit, and go flying.