

# Circuits — Flapless and Go-Arounds — In-flight Notes

*CASA Recreational Pilot License (Aeroplane) — Lesson 8*

# Language choices

**"going around"** — a single, clear, committed call. Once made, it stands.

**"stable"** or **"going around"** — an explicit call by ~500 ft AGL on every approach.

**"power, attitude, flap, climb"** — say the go-around actions aloud as you fly them.

**"don't fly it back on"** — name the one trap of the baulked-landing recovery.

## Demonstration-Performance

For the sequence of each activity, choose whether you use:

- Demonstration-Performance: Explain, Demonstrate, Performance and Monitor, Evaluation
- DDM: Demonstrate, Direct, Monitor

or some other preference. Each in-flight activity just describes the sequence to be demonstrated and performed, regardless of the method you use.

# Before starting the plane

- Confirm runway in use, circuit direction, circuit height, and CTAF.
- Confirm the **flapless approach speed** from the POH for this aircraft.
- Confirm the **go-around flap sequence** and any large trim change for this type.
- Brief the **first go-around before the first circuit** — normalise it so it is never a surprise.
- Brief how many circuits, and which exercise comes on which lap.

# After departing / established in the circuit

- Fly a consolidation circuit or two first — confirm the student's normal approach and landing.
- Brief the next exercise on **downwind**, before the workload rises on base and final.
- Example brief: "This circuit we'll fly the approach flat and fast with no flap — it'll float, so we'll hold off and let it land, then expect to use more runway."

# Consolidation circuit — reference

## Sequence

- Normal take-off, climb, crosswind, downwind tracking
- Pre-landing checks on downwind (BUMFISH per lesson 6)
- Base turn, stabilised approach (glide path · track · speed)
- Stable by ~500 ft AGL — call "**stable**" or "**going around**"
- Normal round-out, hold-off, touchdown on centreline
- After-landing actions; reset for the next circuit

*Use this to confirm the baseline before changing the approach profile.*

# Flapless approach and landing

**Brief first:** flatter path, higher speed, flown with power, longer float, longer roll.

## Sequence

- Downwind: complete pre-landing checks; **flap stays up**
- Base and final: fly the **engine-assisted** (powered) approach — do not glide it
- Hold the **POH flapless speed** (higher than normal) — control rate of descent with power
- New sight picture: the path is **flatter**, aim point further along
- Round-out is **shallow** — small attitude change
- Expect a **longer float** — hold it off, don't force it down
- Touchdown, then **brake normally** — allow for the longer landing distance

# Go-around — from the air, before touchdown

**Decision** by ~500 ft AGL if not stable, or any time the approach is unsafe.

## Sequence

- **Full power** — applied smoothly; carb heat cold (if fitted)
- **Attitude** — arrest the descent, pitch to the climb attitude, balance with rudder
- Hold level until the recommended flaps-down climb speed
- **Flap** up to the go-around setting **progressively** — not all at once
- Positive rate established → clean up fully in stages → **re-trim** (expect a large trim change)
- Climb on the **extended centreline**; allow for wind; avoid wake turbulence
- Radio call once safely climbing; re-enter on crosswind

*Practise this before the baulked-landing version — same actions, more height to spare.*

# Baulked landing recovery — from a bad or bounced touchdown

**Brief:** *don't try to rescue a bad landing — go around without hesitation.*

## Sequence

- Trigger: a bounce, a balloon, or held off far too high
- **Full power** smoothly; check the descent
- **Do not pitch back into the ground** in a nose-down attitude
- Establish **at least level flight, then a positive climb**
- Only then raise **flap** to the go-around setting; clean up in stages
- Keep **straight** — directional control on/near the runway is the priority
- Climb on the centreline; re-trim; rejoin the circuit

*Demonstrate this one first; let the student perform it only once the in-air go-around is solid.*

# Common faults to watch for

- Reaching for the **radio before the aeroplane is flying** — aviate first.
- **Raising flap too early** on the go-around — sink before the climb is established.
- **Pitching up aggressively** at low speed on a baulked landing — stall risk.
- **Forcing a flapless landing on** instead of holding off — heavy, fast touchdown.
- Losing **directional control** on the longer flapless roll — keep it straight, brake progressively.

# Return to aerodrome / final circuit

- Brief which circuit is the final landing before lining up (or downwind if it's after a touch and go).
- Plan the after-landing taxi route; give way to other circuit traffic.
- Complete after-landing checklist when clear of the runway.
- Shutdown and post-flight inspection per aircraft checklist.