LESSON EMERGENCY LANDINGS STUDENT _____ DATE _____

OBJECTIVE

- **TO TEACH THE STUDENT THE KNOWLEDGE AND SKILL AS PERTAINS TO APPROACH AND LANDING PROCEDURES TO BE USED IN VARIOUS EMERGENCIES.**

ELEMENTS

- **COCKPIT MANAGEMENT**
  A/C CONFIGURATION
  FIELD SELECTION
  STEEP SPIRALS
  POWER-OFF LANDING

SCHEDULE

Emergency Procedures	**:20**
Configuration	**:20**
Field Selection	**:15**
Spirals	**:20**
Power-Off Landing	**:15**
Instructor's Demo	**:10**
Post-Flight	**:10**
Total Time	**1:50**

EQUIPMENT

- **HANDOUTS**

INSTRUCTOR'S ACTIONS

- **ORAL DESCRIPTION OF THE ELEMENTS & COMMON ERRORS:**

1. **Prompt Establishment Of The Best Glide Airspeed (+/- 5 knots for Comm Pilot) and the Recommended Config.**
2. **How To Select A Suitable Emergency Landing Area.**
3. **Planning and Execution of Approach to the Selected Landing Area.**
4. **Use of Emergency Checklist.**
5. **Importance of Attempting to Determine Reason for the Malfunction.**
6. **Importance of Dividing Attention Between Emergency Checklist.**
7. **Techniques That Can Be Used To Compensate For Under/Over shooting Selected Emergency Landing Area.**

Low & High ALT Emergencies most important your A/S, because it buys you time.

COMPLETION STANDARDS

- **ONE SHOULD DEMONSTRATE BY MEANS OF ORAL QUIZZING THE STEPS INVOLVED IN PREPARING AN A/C FOR EMERGENCY LANDING AND REALIZING THE IMPORTANCE OF PRIORITIZING ONE'S ACTIONS.**

180° Power-off Accuracy Landing

Touchdown within 200 ft of point / PTS

WHAT: is an approach and landing made gliding ~~WHAT~~ with the engine idling, through a specific pattern to a touchdown beyond and within 200 feet of a designated line or mark on the runway.

Why: to instill in the pilot the judgment, techniques and procedures necessary for accurately flying the airplane, with no power, to a ~~SAFE~~ landing.

HOW

1. Prelanding check list completed
2. ~~Altitude~~ Altitude not to exceed 1,000' AGL

Fig 9-28

3. Abeam landing spot, closed throttle at TPA.
4. Maintain altitude while decelerating to recommended glide speed.

5. Turn base - using a medium or steeper bank. Bank angle will depend on the glide angle and the wind speed. The base leg is used to dissipate altitude to reach the desired landing spot. The base key point should be at 800' AGL

Fig-9-27

6. Turn Final - Align with runway center line. Add flaps and adjust pitch attitude and trim.
7. Touchdown - mainwheels first then nose gear.
8. Remember - never try to stretch the glide nor retract flaps to reach the landing spot.

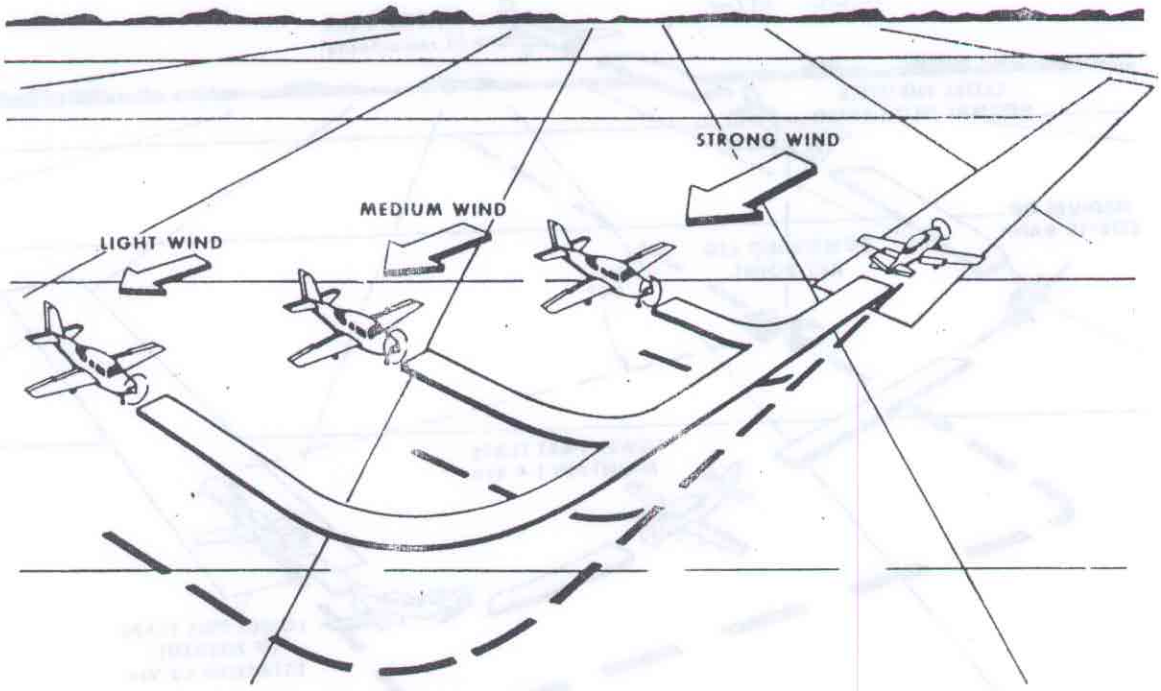

Figure 9–26 Plan the Base Leg for Wind Condition

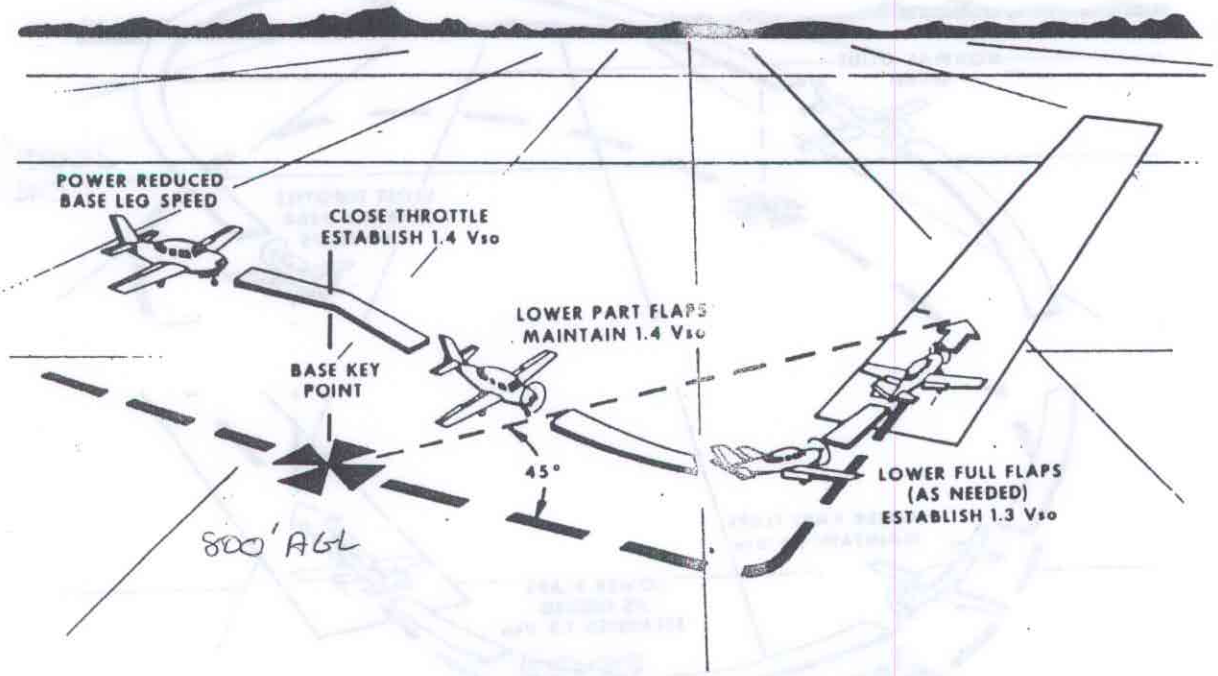

Figure 9–27 90° Power-Off Approach

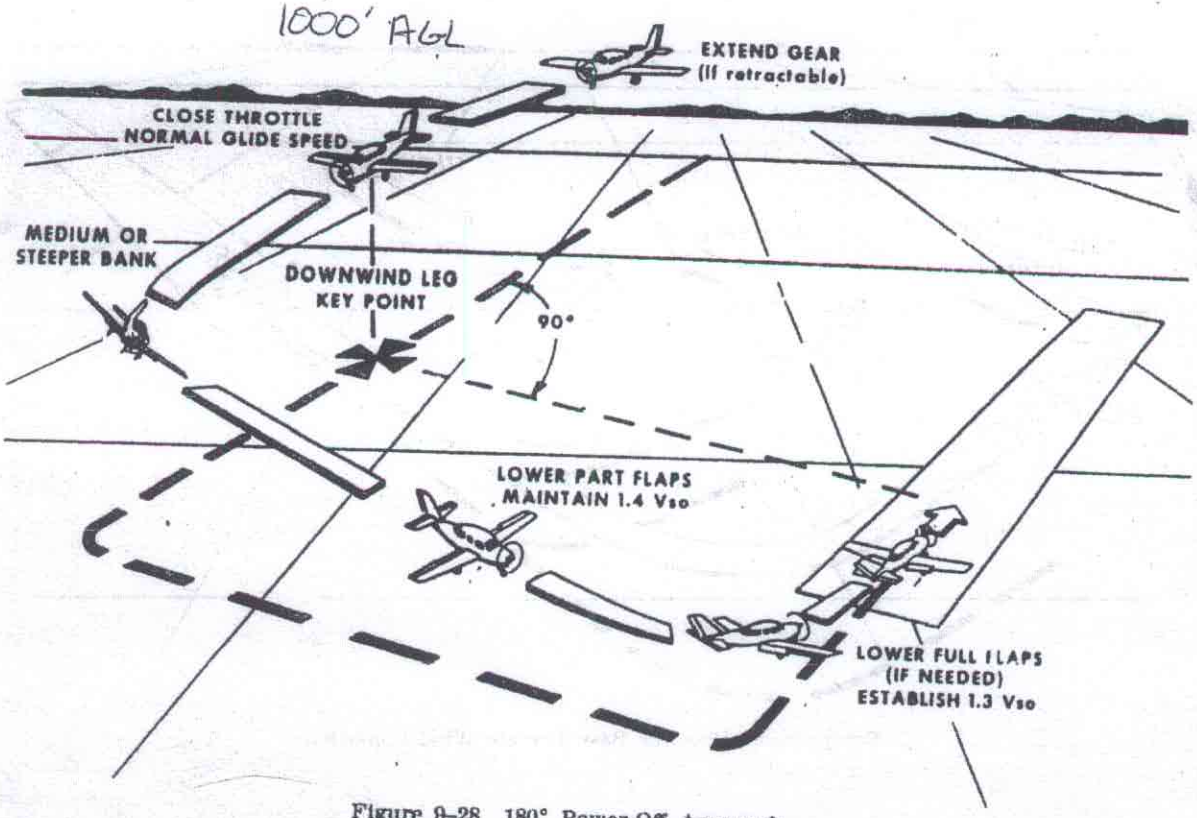

Figure 9-28 180° Power-Off Approach

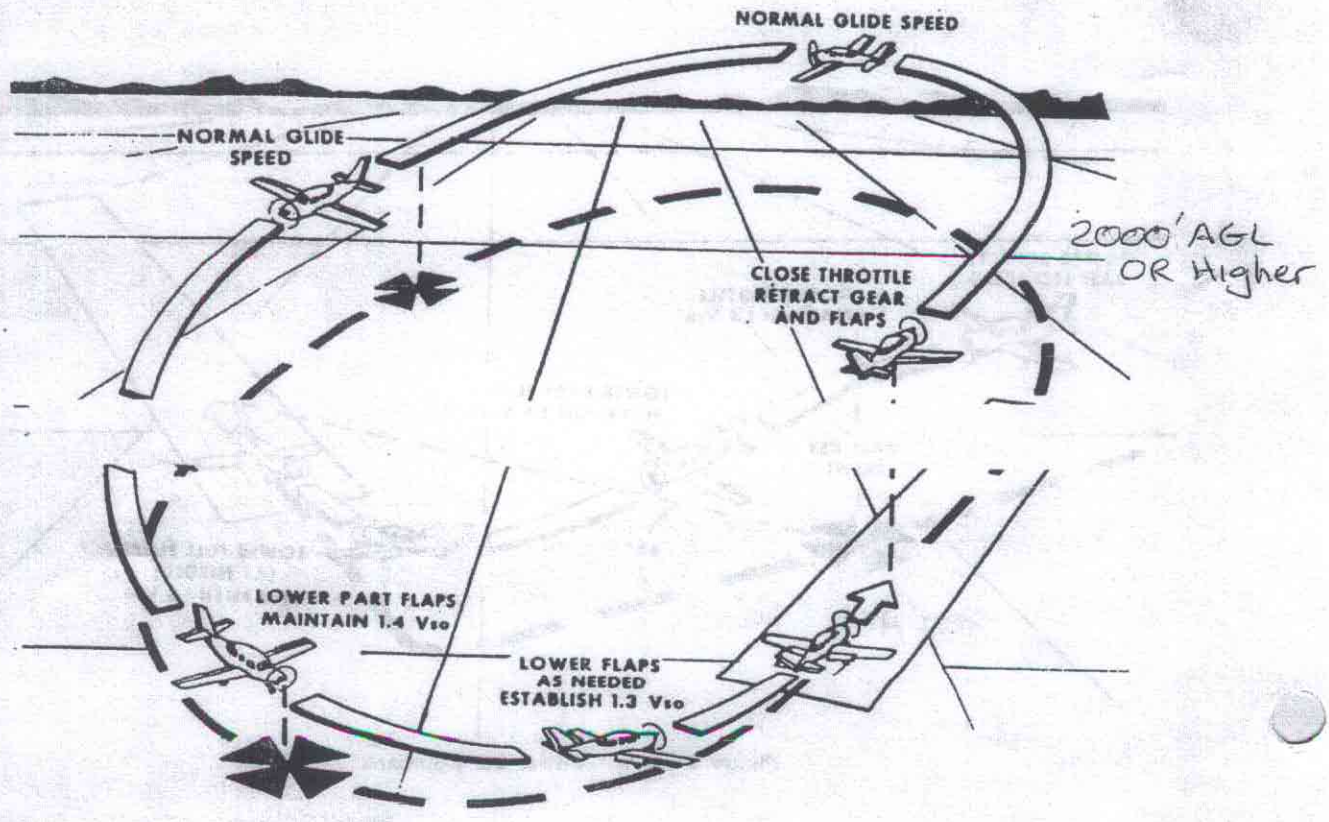

Figure 9-29 360° Power-Off Approach