

## Topic of the month: July 2024

### Approach Control

We have noticed the occasional shallow approach into the airfield. So here is a reminder on approaches.

#### Airbrakes

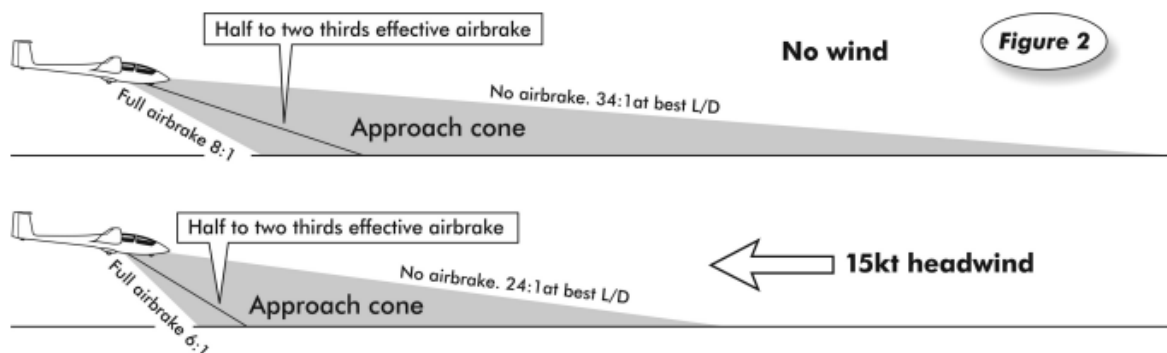
The best approach is with a steady  $\frac{1}{2}$  to  $\frac{2}{3}$  airbrakes. Pick your reference point (use the white tiles in the airfield) and open the airbrakes so your reference point stays the same. Do not open the airbrakes too early and end up having to fly a shallow approach.

Try to get out of the habit of opening the airbrakes straight away after the final turn, watch for a positive overshoot first.

If it looks like you are undershooting (reference point moves up the canopy) close the airbrakes and re-open them to  $\frac{1}{2}$  to  $\frac{2}{3}$  once you are closer.

If it looks like you are overshooting (reference point moves down the canopy) open the airbrakes fully and return to  $\frac{1}{2}$  to  $\frac{2}{3}$  once the reference point has moved up again.

Note that in strong headwind the approach will be much shorter. Keep the base leg closer to the airfield in strong headwind.



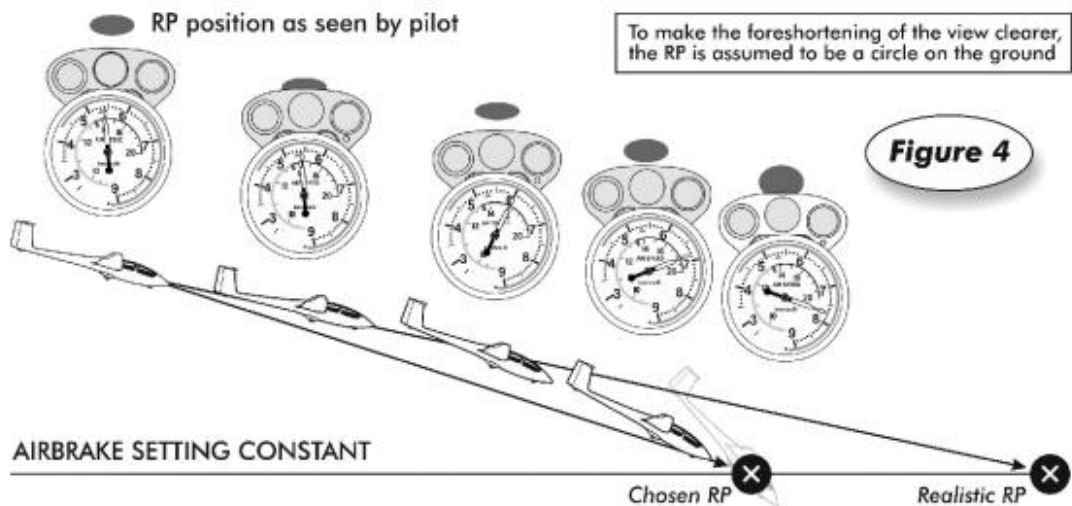
#### Airspeed

Choose your approach speed depending on wind and glider type.

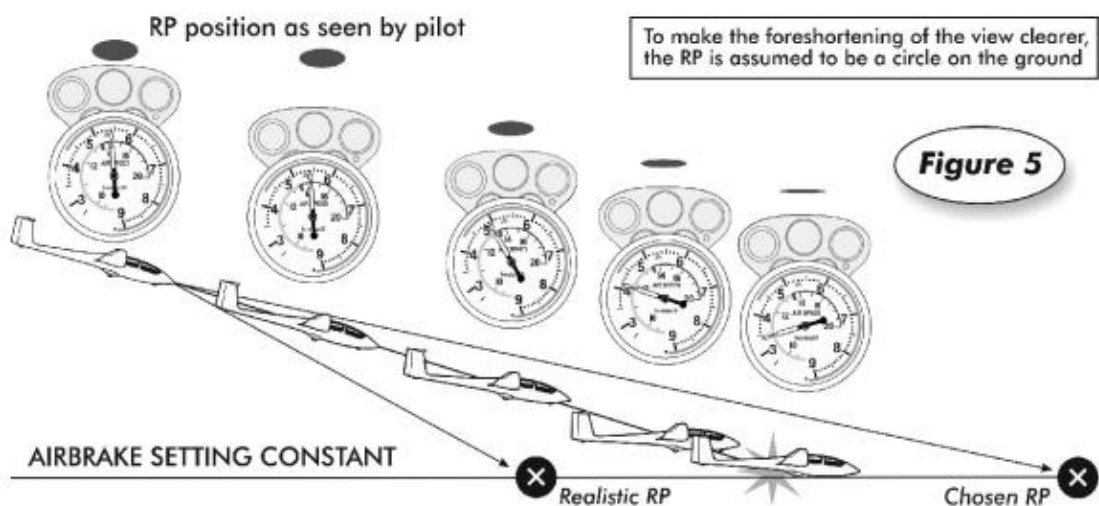
Always monitor your airspeed during the approach and keep it constant. Do not be tempted to keep the reference point at the same position in the canopy by raising or lowering the nose.

Be aware of windshear and lower the nose if your airspeed suddenly drops.

The following shows an overshoot and what happens when lowering the nose, rather than opening the airbrakes.



And this is what happens in an undershoot scenario when raising the nose, rather than closing the airbrakes.



## Key Points

- Take account of the windspeed when judging your base leg.
- On the approach open the airbrakes to  $\frac{1}{2}$  to  $\frac{2}{3}$  when you judge this to be the correct distance from your reference point.
- If it looks like you are undershooting, close the airbrakes and re-open them again when you are closer.
- If it looks like you are overshooting, open the airbrakes further, but remember we have a big airfield.
- Always monitor the airspeed on the approach and keep it constant.
- Be aware of windshear in strong winds.

*Safe Flying*

*Wolf*