

SUBJECT: POWER OFF 180 DEGREE APPROACH AND LANDING

This task, as outlined in the PTS, has the potential for creating both safety and mechanical problems. Due to a prolonged, power off glide, carburetor ice may form. Then, if power should be needed to salvage an overly short approach, there may be little or no power available and an accident may result. The same thing may happen if the engine is not cleared/warmed periodically. In addition, over cooling/shock cooling may result in cylinder damage. This problem was discussed more thoroughly in the previous bulletin No. 12. Another safety problem involves delaying the landing gear extension which can lead to a gear up landing. The final problem involves using non-standard approach paths in attempts to salvage overly high or low approaches.

Examiner Action:

Examiner should brief the applicant that:

1. Since this task simulates an engine out situation this task is a one shot deal. It is unsatisfactory if a go around is necessary to save a bad approach or the aircraft cannot be landed in the specified area.
2. The landing gear should be extended per the Airplane Flying Handbook (FAA-H-8083-3) page 7-18, and must be confirmed down no later than the base leg.
3. Good engine management is expected. This means that carburetor heat is to be used when appropriate and that the engine will be cleared at least once by the applicant, preferably on the base leg. If the applicant requests the high pitch/low rpm propeller position the examiner may simulate this condition by ensuring that the prop is in the high rpm position and then add a few inches of MAP. CFI applicants are allowed to set up this simulation themselves if they wish. (this little glide extension trick has the added benefit, during training, of keeping the engine warm and ready for action, if needed)
4. It is unsatisfactory to make erratic non-standard approach patterns. Steep, overshooting turn corrections or turning round outs are dangerous and may cause disapproval. Some straightaway final is expected. Examiner should resolve any questions regarding the examiner and applicant actions. Examiner should advise applicant to perform the maneuver in accordance with the PTS, the FAA's Airplane Flying Handbook, and items 1 through 3 above. The landing should be on the main wheels in the specified area; no three point landings in tricycle gear airplanes.

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