

Forced Landings

20160507

Considerations

- Glide range (lift:weight)
- Airspeed, **68KIAS best glide**
- Wind, moves the radius of available landing area
- Turning loses height
- C172, 1:9 glide at ~500ft/min

Sources of determining wind direction

- low-level cloud
- water lanes on water
- dust and smoke
- ATIS
- drift of aeroplane
- windsock

Field Selection

- Wind
- Obstacles
- Size
- Shape
- Surface
- Slope
- Surrounding
- Sun
- Civilisation

Application

1. Initial actions
 - conserve altitude, trim to 68KIAS
 - check
 - fuel selector on BOTH
 - fuel valve ON
 - mixture RICH
 - carburettor heat ON
 - throttle CYCLE
 - fuel pump ON
 - magnetos BOTH
2. Plan approach
 - select field
 - high key point, 2500ft
 - low key point, 1500ft
 - touch down point, 1/3 of the way into field
3. Trouble checks (*optional*)
 - fuel
 - carburettor heat
 - fuel mixture
 - pressures & temperatures
 - switches (magnetos)
 - throttle
4. Radio call (*see also ERSA on Emergency Procedures*)
 - MAYDAY (x3)
 - callsign (x3)
 - situation
 - position
 - distance
 - direction

- altitude
 - intention
 - other useful information
 - set Transponder to 7700
5. PAX briefing
- situation
 - seat belts
 - brace position
6. Shut down checks
- all systems off
 - fuel valve
 - mixture lean
 - throttle idle position
 - master switch OFF **only after flaps**
 - command PAX unlatch door on final

