

TIGER MOTH CIRCUIT

1. Face into wind and do Take-Off check in full:

H-T-T-M-P-F-C-S-C-B

2. Turn a/c so you can see if there are any a/c on approach (might be NORDO) Advise Tillsonburg UNICOM of intentions

3. Line up on take-off path and roll a short distance to straighten tail wheel. Check BRAKE OFF (you might have used brake to help taxi into position)

If there is a X-wind, put on some aileron. Smoothly move throttle while rolling to 2100 RPM using rudder to keep straight

4. Slowly and smoothly raise tail to flying position. **NOTE: If throttle is advanced too rapidly, combined with fast forward movement of control column, the effect of torque, etc. could cause difficulty in keeping straight.**

5. Smoothly lift a/c off, levelling wings, and establish a slight climbing attitude and attain an initial climb speed of 70 MPH

6. Turn a/c slightly into a X-wind so that climb path remains in line with runway.

7. At height 200 to 300ft. adjust RPM to 2050 with air speed 65 MPH.

Check temperatures and pressure

8. **LOOK AROUND**

At 700ft AGL start a climbing turn (rate one, 15 ° bank) power at 2050 RPM but lower nose slightly to maintain 65 MPH

9. Start X-wind leg continuing to climb at 65mph and 2050rpm.

10. At 1000ft or less assume cruise attitude at 1950rpm to give 75 to 80mph. Re-trim, LOOK AROUND and then do a Medium turn to down wind – 30 ° bank

11. Accept whatever airspeed you get at 1950rpm maintaining altitude. Downwind check BMPSF

Advise UNICOM re: downwind etc.

12. When wingtip opposite end of runway, Turn to Base leg, 30° bank

13. At estimated proper point throttle back and assume descent at 65-70mph descending to 500ft AGL

14. At 500ft **LOOK AROUND** and then turn to FINAL and set up speed at 65mph.

NOTE: Nose might need to be slightly lower in turn to maintain proper airspeed.

15. Advise UNICOM re: final. Airspeed 65mph Crab or slip as necessary to maintain descent line to account for X-wind

NOTE: Use a bit of power if too low, or side slip if a bit high, but such adjustments should be completed well above ground level (say 100ft)

16. Start flare at about 20ft and aim to have a/c in three-point attitude just above the ground (one wing low if X-wind). Ensure that a/c is straight at touchdown, and be prepared to counter any swing caused by the X-wind using rudder.

17. Maintain directional control with rudder, continuing roll-out. Pick up a dropped wing with rudder not aileron. A touch of throttle might be necessary. Pull on 3 notches of brake and, if necessary, gently apply brake.

18. After stopped, turn X-wind to see if any other a/c is on approach path. Advise UNICOM you have landed, and intentions.

WIND

