

Dunkeswell Circuit Discipline

The subject of circuit discipline and quality of radio transmission is a hot topic at Dunkeswell. It can be a busy 'ol circuit at times, usually bumpy and with many different speed ranges mixing it up in there! Being good airman and airwomen is always a work in progress and DSMC would like to do its bit. So at the last meeting we agreed that we should raise awareness and encourage all of us to review our training notes and behaviours in the circuit.

It's a rectangle!

The best way to be visually accurate is to be familiar with the circuit ground features (see the map below). Compass headings that counter drift with the visual reference points will help keep the track correct. GPS will show up just how un-rectangular we can get if the tools above have fallen into misuse!

It has corners!

Or points of impact as I prefer to call them. This is where other people join. Lookout is critical here!

It's 800ft QFE!

In active air that throttle needs to be worked! The altimeter is always behind the curve, visual referencing the machine to the horizon is true VFR flying. Hate to mention it but the right QFE setting helps a lot.

Keep Calm and Carry On!

Anything can happen. We all get it wrong sometimes, someone tried to land on my head the other week. Breathe deeply, best to leave the PTT button unsullied while the blue air clears in the cockpit.

The Radio!

Less is more. G-WN Taking off, G-WN downwind, G-WN final. What else needs to be said?

