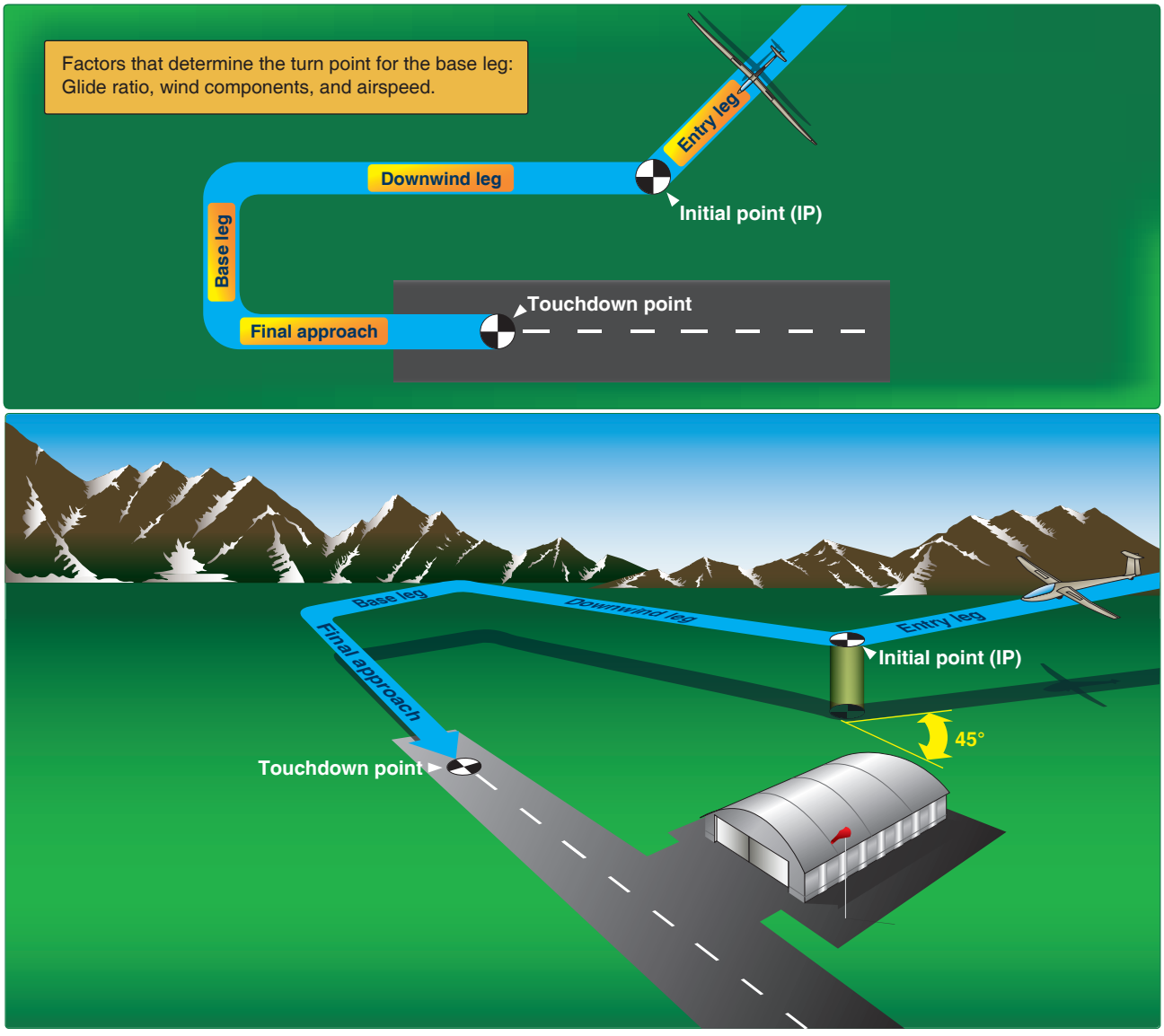

Figure 7-26. *Traffic pattern.*

maintain the recommended approach airspeed established by the manufacturer. If no approach speed is recommended by the manufacturer, use 1.5 V_{SO}. Establishing a proper pattern entry and normal approach speed is a foundation for a good approach to landing. During the entry into the traffic pattern, pilots need to ensure that the glider is in trim and keep the yaw string straight during these turns while maneuvering in the traffic pattern at all times.

Strong crosswinds, tailwinds, or high sink rates that are encountered in the traffic pattern require the pilot to modify the individual pattern leg (downwind, base, or final) and to adjust the approach speed as appropriate. It is recommended that half of the gust factor be added to the normal approach speed to compensate for wind gusts and sink. A strong tailwind or headwind requires a respective shortening or lengthening of the leg. A sudden encounter with a high sink rate may require the pilot to turn toward the landing area sooner than normal. The pilot should not conduct a 360° turn once established on the downwind leg. Throughout the traffic pattern, the pilot should be constantly aware of the approach speed and plan ahead by keeping the glider in trim and the yaw string straight.

When at an appropriate distance from the IP, the pilot should maneuver the glider to enter the downwind leg. The distance for a normal pattern from downwind leg to the landing area should be approximately one quarter to one half of a mile. Of course, this depends on current conditions and the type of glider. This varies at different locations. On the downwind leg, the glider should descend to arrive abeam the touchdown point at an altitude between 500 and 600 feet AGL. On the downwind leg, the groundspeed is higher if a tailwind is present. The pilot should use the spoilers/dive brakes as