

PPL B03 Touch and Gos:

This session is dedicated to refining and further practicing the skills acquired in PPL B01 and B02.

For a detailed description, please refer to PPL B01.

Additionally, in this session, we'll be learning the sideslip.

A sideslip is an aerodynamic flight condition where an aircraft intentionally "slips," meaning it's not flying parallel to the oncoming air. Its primary uses are to rapidly lose altitude during final approach without increasing airspeed, or to align the aircraft's longitudinal axis parallel to the runway during crosswind landings. When landing, this maneuver is then referred to as "wing low."

Here's an overview of how to initiate and recover from the maneuver:

Initiating the Sideslip:

To initiate a sideslip, you'll need to "cross the controls." This means deflecting the ailerons and rudder in opposite directions: Aileron in the desired slip direction: Move the control stick or yoke to the left (or right) to bank the aircraft in that direction. The aircraft will now want to begin a turn in this direction. Rudder in the opposite direction:

Simultaneously depress the right (or left) rudder pedal. This prevents the aircraft from actually turning. The nose of the aircraft will yaw away from the direction of flight; you should then use the rudder and ailerons to achieve a balanced flight state, with the aircraft gliding sideways through the air relative to its flight path.

Adjust Pitch:

Maintain the desired nose position with slight forward or backward pressure on the elevator to keep the airspeed stable.

Recovering from the Sideslip:

Recovery is achieved by smoothly returning the control surfaces to their neutral positions: Neutralize Controls: Release pressure on the rudder pedals and bring the ailerons back to the center. Level Wings: Return the aircraft to a stable, horizontal flight attitude.

Control Speed:

Check the airspeed indicator and adjust the aircraft's pitch, as aerodynamic drag immediately decreases after ending the sideslip, which would otherwise cause the aircraft to gain speed.

And we'll also be covering flapless landings in this session.

If you're preparing for this session using my video tutorials, it's best to review the exercises from Phase B.