AV8TOR SAFETY
PUTTING PILOT SAFETY FIRST

Go-Around-Joe

Visual Glideslope and Go-Around Indicator

Greetings from the Management Team at AV8TOR SAFETY,

The **Go-Around-Joe** from **AV8TOR SAFETY** is South African-designed device, which is designed to allow VFR pilots to validate their glideslope when shooting a difficult approach. Furthermore, it provides the pilot with a go-around check well before the point of touchdown.

This device is not intended to replace a pilot's established landing procedure. Rather, it is intended as a double-check in order to mitigate a possible miscalculation of the glideslope.

For your information and understanding, the set-up and function of the device are explained on the following two pages.

Examples of current installations can be found on the last page.

Yours in aviation safety,

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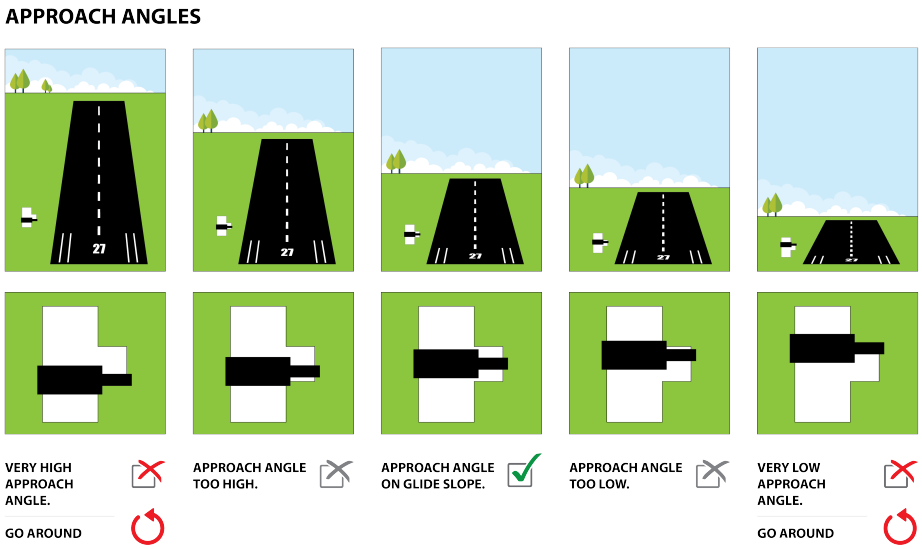
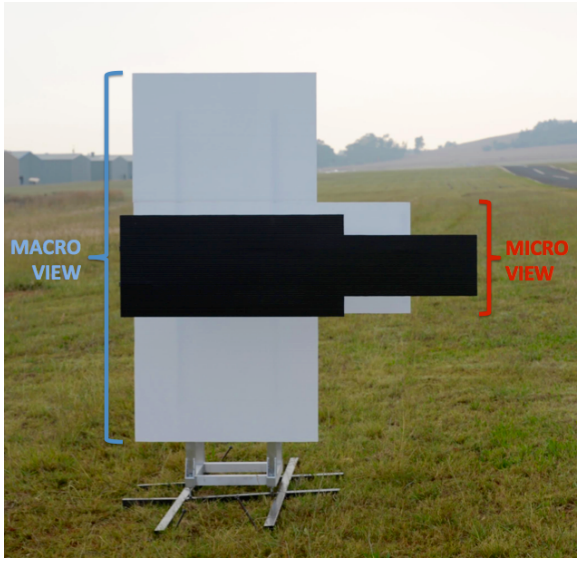
Go-Around-Joe

Visual Glideslope and Go-Around Indicator

Device Functionality

The **Go-Around-Joe Visual Glideslope & Go-Around Indicator** comprises an offset black panel centred vertically against a larger white background panel. The device is set at a predetermined angle, translating into the correct glideslope. If the glideslope approach is correct, the black panel will be centred against the white panel. If the approach is too high, more white panel will show ABOVE the black panel. If the approach is too low, more white panel will show BELOW the black panel. The following diagrams illustrate a pilot's view of being under, over, or on the correct glideslope, referencing airfield geometry in relation to the device.

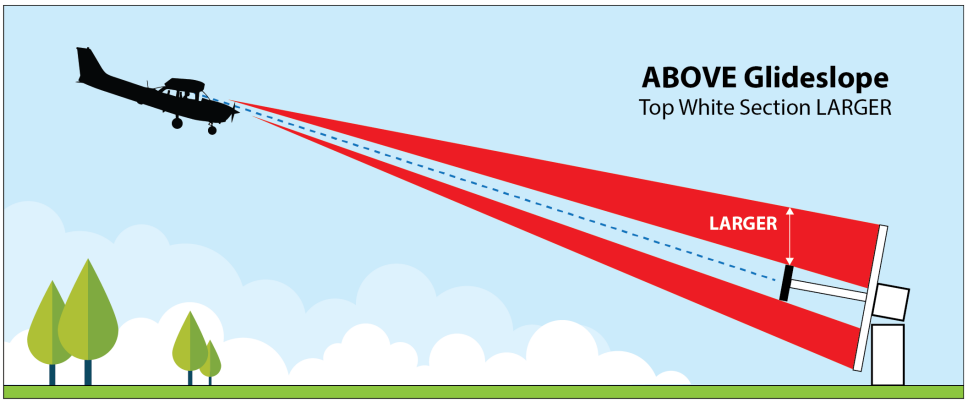


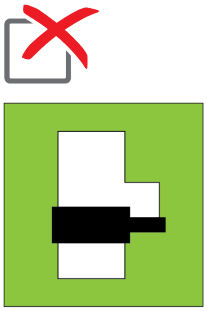


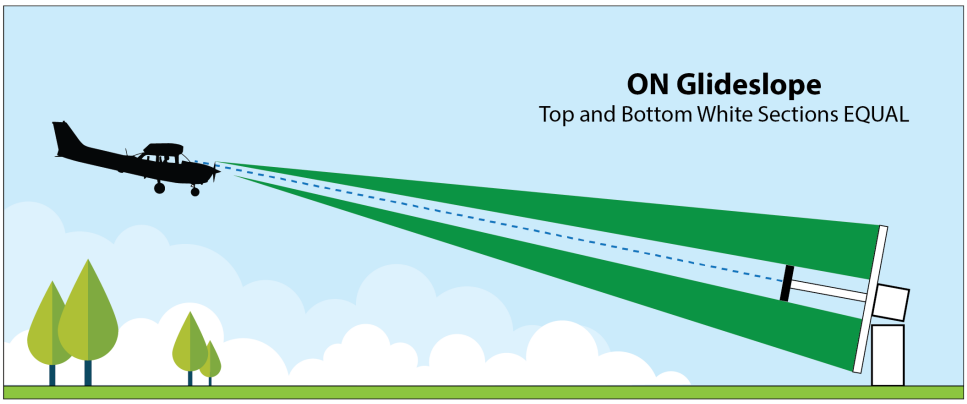
Macro vs. Micro View: *This picture helps illustrate the more sensitive 'Micro View' in which, in this example, the approach would be slightly HIGHER than the glideslope at which the device has been set*

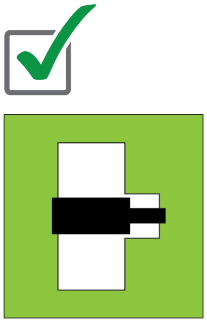
The **Visual Glideslope & Go-Around Indicator** provides two 'validity checks' for a pilot on an approach for a landing. Firstly, the LHS of the device (shown as 'Macro View') is used at 1000 – 1,500m from the point of touchdown to verify that the correct glideslope has been selected and is being flown. Secondly, the RHS of the device (shown as 'Micro View'), which allows for easier discernment of the degree that the pilot is under/over the glideslope, is used at 100 – 200m from the point of touchdown, again for verifying that the correct glideslope is being maintained, and allowing the pilot to call a go-around, if necessary, well before touchdown point.

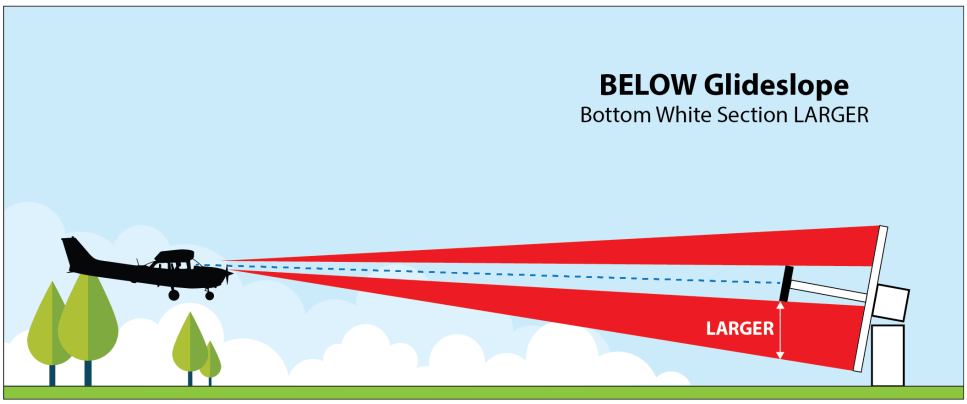
APPROACH ANGLES

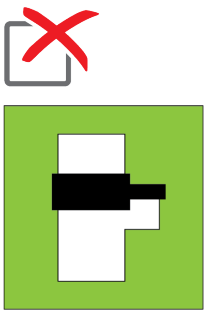




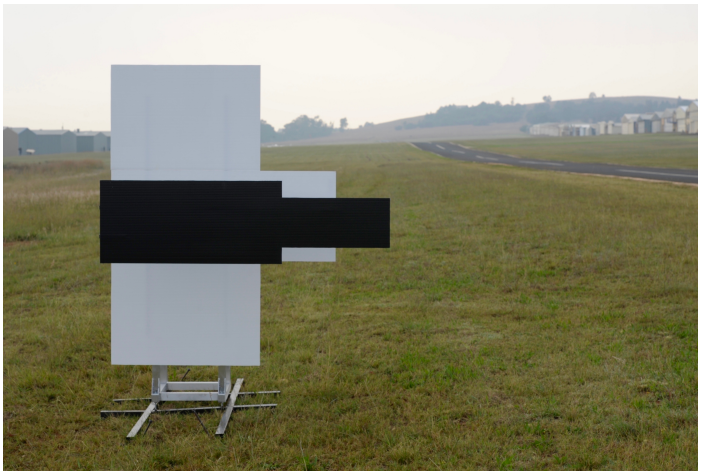








Go-Around-Joe Installation Examples



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