

Slide Notes for “Recognizing The Right Approach”

Slide 1. The goal of the presentation is to teach how to recognize a correct landing approach without relying on instruments – as you will see later, instruments can be covered or malfunction-. The presentation will show photographs at various points along the landing pattern, so that you can create a mental image of what the field and surroundings look like, when as they say “It looks about right”. Let’s get started.

Slide 2. Shown is a flight path for a landing to the north at Bahnsen Field -43 NC- for calm wind conditions. The approach to the entry point is at 45 degrees to the downwind leg. The only altitude on the drawing is 1000’ AGL at the entry point because that is a Piedmont Soaring Society Rule.

Slide 3. This is the view approaching the entry point at 45 degrees to the downwind leg of the pattern, which will be to the right.

Slide 4. We are now on the downwind and we are high and close to the field. Just where you would like to be if the wind is howling out of the north –from the left-, otherwise it may be time for the BIG slip.

Slide 5. Here we are close to the end of a different downwind that is not as high and close. It’s probably a calm day. Notice the position of the lake relative to the big oak tree.

Slide 6. We appear to be starting the turn to the base leg. Once again notice the relative positions of the lake and the big oak tree relative to the wing. The angle between the wing and the line of sight to the touch down point is approaching 45 degrees.

Slide 7. Imagine being in the 2-33 just at the start of the turn to base shown as HERE in the drawing, as you look at the touch down point – close to the big oak tree- the line of site crosses over the lake beside the dairy. More importantly, notice the 45 degrees, some days you should land to the south. The next slide will show the field from the point of view of the middle of the turn to final shown in the drawing to the south of LL’s house and the trees along highway 801.

Slide 8. Turning final and “Looking Good” from the base leg for a touch down at mid field –across from the big oak-.

Slide 9. Completing the turn to final. Notice the position of the big oak tree at mid field on the left relative to the canopy frame.

Slide 10. Again notice the position of the touch down point – the big oak tree – relative to the canopy frame.

Slide 11. Approaching the entry point on a winter day.

Slide 12. The view from the downwind leg. Notice the positions of the dairy, lake, and big oak tree.

Slide 13. We are further along on downwind, notice the position of the dairy as compared to the previous slide. Notice the position of the lake relative to the big oak tree, which is the intended touch down point.

Slide 14. We appear to be starting the turn to the base leg. Once again notice the relative positions of the lake and the big oak tree Notice especially, the angle between the line of sight connecting the lake and the big oak tree and the wing.

Slide 15. I am sure that I am going to die, I never fly base leg here not even in the Grob.

Slide 16. This appears to be the turn to final from the base leg of the previous slide and it appears that we are a little low. The spoilers definitely should be closed.

Slide 17. The view turning to final from a base leg that is not so far out as the one of two slides previous.

Slide 18. This is the technique for good landings, in level flight the aim point is the horizon; note the position of the horizon relative to the canopy frame in this photograph for level flight at 55 to 60 mph. So it makes sense that when landing, the touch down point should be in the same position relative to the canopy frame.

Slide 19. My guess is marked by “here”; just south of the buried culvert crossing the field.

Slide 20. Again notice the aim point –the end of the runway- on the wind screen.

Slide 21. The view on final during a check ride to see how well this lesson has been learned. Unable to use instruments –they have been covered up-, the pilot must be able to recognize the correct approach.

Slide 22. 100 feet and 55 mph. Fly Safe and land like this guy.

Slide 13. The End