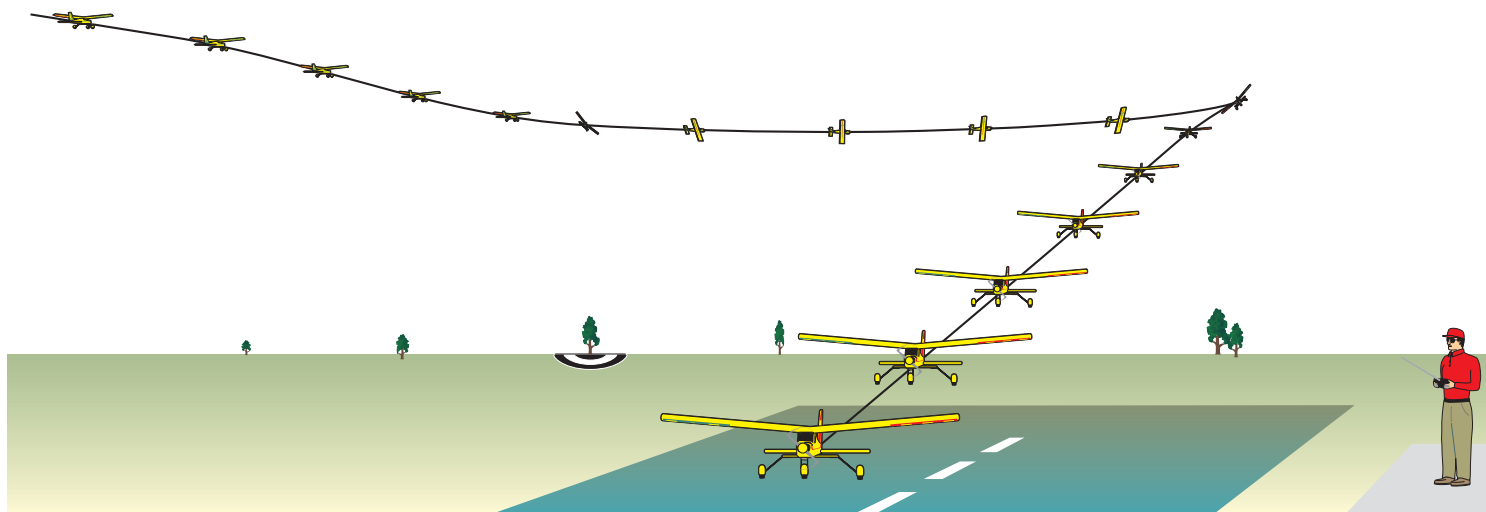


Landing

Setup

Approach





Landing Setup

In this section: G-88 illustrates how varying winds effect the glide slope of an airplane during the approach to landing.

Because winds vary in speed and direction, and are seldom constant, you won't be able to pinpoint how high or far out to idle the engine to land on the runway each and every time, unless the runway is approached from a lower altitude.

H-89 & 90 illustrate the landing setup sequence—emphasizing the importance of a level base leg turn.

■ DAS System II

1. You will find that the landing is not that hard when you get the plane to the runway without having to make large last ditch corrections. 2. Approaching the runway without having to make a lot of corrections hinges on coming out of the base leg turn already lined up. 3. Consistently coming out of the base leg turn already lined up requires that you keep your turns consistent and start them in the right spot.

4. Controlling the touchdown location hinges on a timely idling of the engine. A lower approach to the runway makes this easier to judge. Flying at lower altitudes places a greater emphasis on maintaining level turns.

Consequently, any difficulties setting up landings are most likely the result of not starting the base leg turn in the right spot, and/or needing to pay more attention to keeping the base leg turn level!

H-91 & 92 illustrate the landing approach—stressing the importance of getting lined up before idling the engine.

H-93 through H-95 summarize the steps necessary to consistently set up a successful conclusion to each flight.