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Coos Bay Coastal

Hops

It's Tougher in Alaska

www.coosbayhops.com

The difficult, we do immediately! The impossible takes a little longer...

Thanks to Coosbay Coastal Hops founder, Coosbay1 (Mike K.), we have been conducting more open sessions which demand the best in all of us.



The session participants have improved their skills and knowledge as they face tough approaches into airfields high above the earth or into valleys surrounded by rocks in Alaska.

We look forward to more ... Thank again Coosbay1

Feedback

We want to know what you think!

We are always happy to hear from you.



Come fly with us and enjoy the art of flying



Smooth touchdown ... do's & dont's

A pilot is only as good as his last landing... Landing a plane on a runway is a complex process and a pilot will always aspire to make great landings. It's the part of flying where success is definitively measured by a smooth effortless touchdown. A multitude of things must be done all at once when landing a plane. And since landing will depend on outside factors, even the greatest pilots have limited control over how the landing goes. No one makes a perfect landing each and every time, but with the following landing tips you can impress the tower operators.



Concentrate ... concentrate ... When it's time to land, the pilot needs to pay 100% attention on the landing process. All too often a conversation will continue all the way down to the runway, and landing will always suffer for it. After calling your downwind, politely silence your conversations so you can give all of your attention to your altitude, airspeed, and position without distractions.



A great landing starts with a great approach... Check your heading indicator to make sure your plane is flying parallel or right on the runway heading and along your downwind leg at the pattern altitude. This will free you up to concentrate on your base and final legs. Falling behind on these duties will have you play 'catch up' with the entire landing process.



**Thanks
for flying
Coosbay**



Stay centered... Learning to fly on a wide runway and staying on the centerline might not seem as important to you. But as you visit smaller airfields, you'll learn that staying on the center of the runway is the only choice you have. After turning base to final, get lined up quickly.

Use flaps correctly... Landing a plane correctly requires touching down in the right spot at the right airspeed. Getting to that position and the desired speed is the hard part. Fortunately, you have friends at Coosbay to help you. Make sure you are using your flaps correctly, and not just automatically lowering them down at a point during the landing sequence. Learning to land requires drilling the pattern with constant repetition on your base and final legs. The pilot should use an aircraft's flaps in different configurations during different scenarios depending upon wind speed, wind direction, altitude, airspeed, and the length of the runway. Setting your flaps too early will lead to a high approach. Setting them late might keep your airspeed undesirably high. Don't feel you have to use all notches of flaps. In a head wind situation, it's best to land with partial to no flaps.

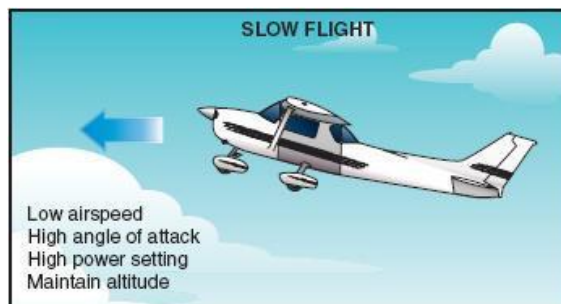


Experience is the best teacher. It will take flying time in your particular aircraft to grow accustomed to optimum use of flaps. Understand that it's not something that can learn strictly from a textbook.

Use the runway numbers... When landing a plane, the phrase 'aim for the numbers' is commonly used, but seldom do pilots land on them. Most pilots are too busy watching airspeed and pitch. Still, you can use the runway numbers to help get to your desired touchdown point, if you watch them during your final approach. As your touchdown nears, you should have a good idea if you're high, low, or on target (refer to the Coosbay Hops April Newsletter).



Attitude, airspeed, altitude... As the runway approaches, your focus should be on primary instruments. Airspeed is critical as you avoid stalling. Make certain that you maintain a safe speed above the minimum stall speeds for your aircraft's flap configuration. But make sure you're not going too fast. Use power to correct your height above the runway.



If you are using ILS as your approach, use speed to keep the plane on the glide slope.

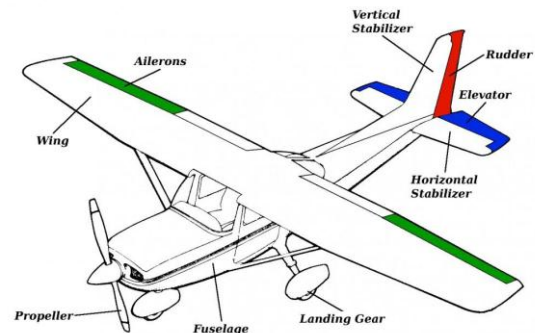
Flare, float, and throttle ... knowing when to flare is half the battle, knowing how much to flare is the other half. Get both of these control movements right, and your wheels will “grease the runway”. During your flare, make smooth controlled movements by pulling back the yoke, wheel, or stick. Once you do flare, you should know immediately if you're high or low. A low flare can be fixed by smoothly applying more back pressure. A high flare can be corrected by holding control pressure and applying slight power with the throttle. Never drop your nose suddenly or dramatically when landing a plane. If you flare too high, it's best to ride out the 'float' and apply power if needed to smooth out the touchdown. A good pilot always keeps one hand on the throttle during his landing.



For a better illustration, imagine landing an amphibian.

It ain't over yet... The last mistake made by some pilots is thinking their landing is over the moment their wheels touch the runway surface. Remember to control the entire length of your landing using the rudder with small adjustments, especially just after the touchdown while the aircraft is still rolling pretty fast.

Also remember to turn your ailerons to adjust for wind direction to avoid being buffeted around by crosswinds. Your landing isn't over until you turn onto the taxiway.



Landing a plane isn't easy... but landing an airplane smoothly and correctly is even harder. Just as you have good and bad days, you'll always have good landings and bad landings. Arming yourself with the right knowledge and practices can go a long way toward making great touchdowns.

Get your Chinook and Blackhawk helicopters for \$7.95, including shipping (this package is normally \$34.95 plus shipping). These machines were used by our troops against Ben Laden's tyranny



<http://www.coosbayhops.com/seahawksjayhawk.htm>



***TeamSpeak 3 is now available to all members
Follow the few simple instruction at***
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