

The Landing Doctor

KEY PHRASES March 2019

1. During climb out we repeat numerous times,
“YOU MUST SEE OVER THE NOSE”
“YOU MUST SEE OVER THE NOSE”
“YOU MUST SEE OVER THE NOSE”

During climb you need to lower your nose to achieve V_y plus 10 knots before making any turns. We call the V_{mcs} ...velocity maneuvering climb speed. You should lower your nose in all turns close to the ground, especially while in the traffic pattern.

2. For Stalls- “We do imminent stalls and during the recovery use the words,
“EASE OFF THE BACK PRESSURE”.
(Departure stalls are only practiced with a CFI in the right seat.)

3. For the GLIDE- “When we close the throttle and put the plane in a power off glide, we must lower the nose so the wing will continue to produce lift and keep us safe. Say the words below numerous times during the glide. “YOU MUST LOWER THE NOSE TO KEEP US SAFE”
“YOU MUST LOWER THE NOSE TO KEEP US SAFE”
“YOU MUST LOWER THE NOSE TO KEEP US SAFE”.

4. During landings, we say, “KEEP THE NOSE DOWN TO KEEP US SAFE AND MAINTAIN OUR INERTIA. Keep the nose down until you are the height of a car, at which time you will add some back pressure and fly level down the runway. Focus your eyes down the runway to the end of the runway. This is the EYE transition point. By focusing on the trees at the end of the runway you will easily see when the plane begins to lose some altitude. As the plane loses altitude you slowly add some back pressure to slow the descent.

www.landingdoctor.com www.sebringflightacademy.com www.midislandair.com
www.bristellaircraft.com www.sea-plane.com