

Gwyn sent these comments out in an e-mail some weeks ago. Bash News found that many of the points were uncomfortably pertinent to our own flying, and since such words of wisdom apply equally to the hot shot and the tyro, they deserve regular re-reading.

Oh No. Not another flat landing!



Herewith some points I would like to make after flying with people on checkouts, which are not criticisms, just observations.



Don't forget to shout "clear prop"! You may not be able to see everybody.

Engine start: MAGS on both. I know that some check lists say to start on left magneto but our owners manual states both, its your choice.

Power checks: 1800 RPM. Neither 1900 nor 2000) according to the manual that is. Just an observation, its your choice.

Mag check: 175RPM max drop. When I have asked people, there have been answers of 125, 150 but I don't think I have heard 175. Also no one mentions the maximum difference between mags of 50 RPM.

Carb-heat check: of course!

Take off: Try (as the manual states, and is particularly important to Popham) to take the weight off the nose wheel ASAP and hold the se-wheel off the ground by six inches or so. This will save our nose leg, which takes a real hammering at Popham. It also reduces drag quickly and gives you a good angle of attack and reduces ground run needed. If you can practise it on take off so that the nose-wheel is not lifting off then landing then lifting off again, your landings will also benefit from that same skill of holding the nose wheel up. Off course if you lift the nose-wheel too high on the take off roll you will increase the angle of attack too much and increase drag, increasing take off roll so you need to get it right!



Now we know how far and Gwyn get it just right (most of the time)!

Climb Out: Best RATE of climb is 91mph Best ANGLE of climb is 78 mph, so climbing out when remaining in the circuit much above 90mph is doing yourself no favours. It simply means that you will still be at full power annoying all the locals half way down wind trying to reach circuit height.

Downwind Checks: Don't forget them and make sure you are actually reading the info that the instruments are giving you. I have removed the fuse on so many check rides to either the fuel gages or oil pressure/temp gauges on downwind and the pilot doesn't notice. Don't forget to put the fuel pump on as well. Choose a point when it becomes routine on every approach, I always put it on when I check the fuel in **BUMFICH** (which is the downwind check that I remember). Brakes off. Undercarriage down (N/A on this aircraft I know but I always say it to myself so I don't forget, when I am in a retractable) Mixture fully rich. Fuel on and sufficient, fuel pump on. Instruments within limits. Carb heat, and harnesses and hatches secure.



Maximum Flap extension speed 120 mph

Flaps: Maximum flap extension speed 120 mph (white arc) I have seen people go for flaps above this speed.



Approach: Approach speed is 75 Mph under normal circumstances according to the manual. This is the speed, which we should be at on SHORT finals. I have seen speeds of nearer 90mph being used and this can only end up in the plane landing at best on all three wheels as it is forced to the ground or possibly even the nose wheel first. The approach speed for clearing an obstacle is 70 MPH and I can assure you the plane is not about to drop out of the sky at that speed! Take it up to 3000 feet or so and practise some slow flight. With or without flaps it will fly quite happily at 70 mph. Of course we have to make allowances during crosswinds and gusting conditions, but a short muddy grass field with no straight approach is not the place to practise that.

That's the circuit done.

Upper Air Work: Just one note on upper air work and that is when you are performing steep turns the entry speed should be 122mph according to the manual. Speeds significantly lower than this as I have seen people use will endanger the wing on the inside of the turn stalling. Oh and don't forget good HASELL checks before any manoeuvre. height, airframe, security, engine, location and lookout, very important.

Forced Landings: Best rate of glide 80mph and at nil wind from 2000 feet you would glide approximately three and a half miles. Don't use flaps until you are sure you will make your landing point. Aim for a point further than your desired field if possible because you can always lose height and speed if you misjudge but you cannot put height or speed back on. Make smooth S Turns towards a field keeping it in sight. Do not turn away from it completely losing sight of it! In any PFL always go through the routine of restarting the engine and noting at which point you will make any radio calls and what they will be. That way if it really happens you will be prepared for everything. Not just how to land it in a convenient field which may not be there!

Check fuel, switch on pump. Change tanks. Check pressure. Mixture full rich, Carb heat hot (I'm not sure what that will do with no exhaust to warm anything). Check mags, right or left as opposed to both and if engine starts leave on the operating magneto. If not, inform ATC. Turn off fuel, Mixture to cut off and set up the landing. I leave the master switch on for the radios and flaps etc until the last moment before landing. Land and walk away! Easy!

(I am sure Gwyn is too modest to say, but he is at present taking a UK instructor's course to compliment his US Instructors rating. Gwyn is doing this for fun (some fun...eds.) and to help out the Bashers with the JAAs. Thanks Gwyn)

