

Richard W Rochfort

From: noreply@mmopa.net
Sent: Thursday, December 04, 2008 6:59 PM
To: rochfort@verizon.net
Subject: MMOPA Forums - Skills and Training - Re: Aerodynamic Deceleration of the Meridian

Reply-To: noreply@mmopa.net
Message-Id: <20081204235805.502A5735D9@moplxutl01>
Date: Thu, 4 Dec 2008 17:58:05 -0600 (CST)

Posted By: rrochfort (Dick Rochfort)

Hi Julian, Ron and all,

Some additional thoughts -

Regarding anti-collision lights:

Julian, the placard you have is consistent with the AIM and it is also in your POH (page 2-20) in the placards section. Since it is in the POH as a required placard you should consider leaving it there. The placard is a lawyer thing. It is there to remind you to turn off the strobes if you begin vomiting from vertigo or if the senior 747 captain behind you succumbs to autokenesis.

Leaving the strobes (anti-collision lights) on while the engine is running when it does not interfere with vision is what I do and teach. It is right out of the AIM Chapter 4-3-23. Here is a link:

http://www.faa.gov/airports_airtraffic/air_traffic/publications/ATpubs/AIM/Chap4/aim0403.html

Regarding landings:

A really great advantage of turbo props is that they can be slowed quickly. A really big disadvantage of turboprops is that they can be inadvertently slowed very quickly. I am, therefore, a big fan of pitch - power - configuration specificity and the "No Diddle" rule. I teach the 300 pound torque setting for inside the marker or in the final descent because it is a power setting that can take the aircraft to the threshold without diddling. We all know that diddling the power is a bad idea, because it means you are experimenting or being too picky and, therefore involved in what I call a "noble distraction". No diddling means no speed excursions and no distractions inside the marker.

Power set at 300 pounds torque with the gear extended and 10 degrees of flaps on a normal glide path will result in a safe airspeed which is within the category B limits for instrument approaches and within the speed for 20 degrees of flaps. Now then, with the runway in sight and the autopilot off, the aircraft can be slowed further with the second

notch o' flaps; without touching power. The second notch results in the aircraft slowing to within the white arc on the airspeed tape (full flap extension speed). Without even looking, and therefore without distraction, a third notch o' flaps can be added confidently. This will yield 90 knots over the numbers.

I think we all strive to do what every POH and aviation primer dictates; touchdown at the slowest speed consistent with safety and slow to taxi speed as quickly as practicable. This is normally and quite properly (wind notwithstanding) done with full flaps and zero thrust at the point of touchdown. Many pilots transitioning to high performance turbine aircraft are unfamiliar with the quick slowdown in turboprops associated with idling the power and some have not been trained to rely on pitch-power-configuration. Once you know the "go to numbers", consistent results become a matter of timing and technique; nothing else. Train on this, practice it, and master it; workload will be reduced and you will be a better and safer pilot.

The properly maintained and preflighted aircraft will have the nose wheel and rudder trim properly rigged, tire pressures adjusted to POH specification +0/-10%, thunk-thunk & slap-slap tests completed (If you are unfamiliar with these preflight checks, please see this link: http://www.rwrpilottraining.com/Im_Glad_You_Asked/Runway_Excursions.pdf)

The pre-landing flow should include a check of the rudder trim. The nose wheel will be straight when the rudder pedals are even and the rudder trim is set 2 degrees right.

When you are ready to begin the round-out, squeeze the power control lever to flight idle and bring your right hand to the yoke. The rate at which power is reduced is used to control your speed over the threshold. Work the nose up gently. If you use electric trim, you can get very smooth results and complete the flare with flair. After the mains touch, center the rudder pedals, and in the same motion, smoothly and gently lower the nose wheel - no delay - y andale.

Brakes and back pressure are now applied to keep the aircraft weight evenly distributed on all 3 tires. At the same time, put your right hand back on the power control lever, lift it into beta and press it down and aft. Pressing down will ensure that the lever does not go over the next gate into reverse. If you want reverse, lift the PCL again and push aft. Return to Beta before the aircraft slows to 40 knots. Remember, the harder you apply the brakes, the more you should pull on the yoke to keep the weight evenly distributed. This action raises the elevator into the relative wind and has the added benefit of excellent aerodynamic braking. Steering and crosswind control is much improved as well since the nose tire is in contact with the runway and the steering is engaged.

Fly Safely - Train Often

Regards,

Dick Rochfort

RWR Pilot Training

Malibu - Mirage - Meridian

Insurance Approved Initial and Recurrent Training Programs

Designed to Make Your Flying Safe and Enjoyable

Provided When and Where You Choose

410-435-3333

mail@rwrpilottraining.com

www.rwrpilottraining.com

Fax 410-435-7311

Richard W Rochfort, ATP, MCFI, CFII, MEI

6031 Bellona Avenue

Baltimore, Maryland 21212-2923

Topic Link: http://mmopa.com/index.php?option=com_smf&Itemid=26&topic=9368

Note: In email clients such as MS Outlook, you will be able to click on the link. If your email client doesn't present the text above as a link, you can copy and paste it into your browser.

To unsubscribe, go to: http://www.mmopa.com/index.php?option=com_membertools&page=subscriptions&Itemid=90