News at Best in Flight

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BIF wins Best of Morristown Award, Second Year in a Row 17 February

It's nice to know you are appreciated. More

Spring Weather 25 February

We suffered plenty of windy days this winter. Snow notwithstanding, the temperatures are rising and the days are getting longer. Starting this weekend, we will be scheduling 4:00 flights.

Diamond Open House 27 March

See the latest Diamond aircraft at Hangar Nine on Saturday 27 March. 10:00 a.m. to 4:00 p.m. Meet a factory representative. More

- DA20-C1 Eclipse -- The choice of the U.S. Navy and U.S. Air Force for officer training
- DA40-XLS Diamondstar – four passenger, G1000 and GFC-700 equipped, travelling machine
- DA42-NG -- Mercedes powered diesel twin
- Hear about the DA50 Superstar – five passenger 200 KIAS, FADEC

Learning to Fly a Diamond Eclipse 27 March

We will make a 30 minute presentation on learning to fly the Diamond Eclipse, the aircraft all Navy and Air Force flight officer cadets learn to fly. Meet our instructors and current students. Ask whatever questions you want. Pre-registered attendees will be eligible for a giveaway of five one-hour flights in the DA20. To register, please email IWantToFly@BestInFlight.net.

Test fly Diamond Aircraft 26, 28 March

You can test fly new Diamond models. For more information, please email Ryan.Ramos@flypas.com

Written Test Fees go up 1 April

PSI Lasergrade and Computer Assisted Testing Service Inc. (CATS) have both announced their intent to raise FAA written test fees to $150.00 on 1 April 2010.

If you have procrastinated, now is the time to get your written test endorsement and put the test behind you while the price is still $90 for members of EAA.

Upset training and Sportsman Aerobatics 24-26 May

BIF welcomes again this year Rich Stowell, CFI of the year 2006 and author of Stall/Spin Awareness and Emergency Maneuver Training. We are offering two classes:

- Upset Training – Stalls and spins in the DA20. Half day. One flight. $399.00
- Upset Training and Sportsman Aerobatics – In the Zlin 242L military trainer. Full day, two flights $999.00

For more information, please email IWantToFly@BestInFlight.net.

Here is an example of the kind of coaching you can expect at BIF

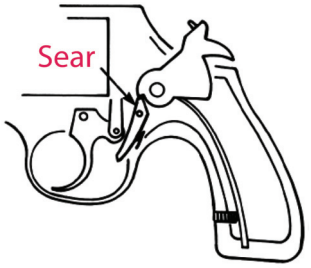
BEST IN FLIGHT

Landing is a Process

An *event* is a notable occurrence at an identifiable point in time. A *process* is a continuous action, operation, or series of changes taking place in a definite manner: ***the process of decay***. Landing is a process, not an event.

At Best in Flight, we tell you, "You are a pilot; your job is to fly. The airplane will land itself."

To explain this better, we will use an example from a different realm – target shooting. Pulling the trigger of a weapon results in an event, firing, that is loud, has recoil, and from a human perspective is practically instantaneous. Firing results from trigger pull. When the recruit pulls the trigger quickly, he will likely pull the barrel to the side, reducing the accuracy of the shot. If the recruit anticipates the report or the recoil, he will likely tense his muscles in anticipation of the shot. Tensing up will move the weapon and ruin the accuracy of the shot. A recruit is taught that the trigger pull is a process – a continuous action that eventually results in the weapon firing.



The marksman knows that no matter how steady he holds the weapon, the sight picture will wobble a little. He is taught to squeeze the trigger. He increases the pressure consistently, with a slight increase each time the sight picture is perfect. The result is that he never knows exactly when the sear will release. The shot should come as a surprise. If the shooter cannot predict when the shot will occur, he will not flinch or tense up. A gunnery sergeant will test this by issuing dummy ammunition and watching the recruit pull the trigger against a round that does not fire. If the gun moves when the recruit pulls the trigger, recruit is retrained on trigger pull.

When a recruit starts training, the trigger pull process may take five seconds. An experienced marksman will take a second. An Olympic biathlete (cross-country skiing and rifle shooting) trains to fire between heartbeats.

Landing an airplane is analogous. The event is the wheels touching down. The process is the pilot's effort to fly the airplane to the end of the runway. The pilot gently increases the back pressure on the yoke or stick to keep the airplane flying to the end of the runway. As he or she notices the nose drop, the pressure increases a little bit. If the nose is rising, the pressure remains constant (never relax the yoke or stick during the landing process). The airplane will fly in ground effect, slowly losing altitude, until, at some moment, the pilot will notice the wheels touching down.

The pilot should concentrate on the flying activity. The landing will happen when it happens. If he or she concentrates on the flying, it is easy to think of keeping the airplane on the runway centerline using the yoke or stick, and keeping the aircraft slightly tilted so that the upwind main wheel touches first. In a separate process, the pilot uses his feet to keep the nose of the plane aligned with the runway centerline, pointed at the end of the runway.

The flight instructor who has a student with a landing problem has an exercise just like the gunnery sergeant. He should ask the student to fly low over the runway using yoke or stick and rudder while the instructor handles the throttle. The instructor will control whether the airplane ever touches down or touches down several times on the runway. The exercise will reduce the student's fixation on the touchdown event, while keeping him or her focused on the landing process.