

THE LANDING DOCTOR^{.com}

KEY PHRASES

April 2020

1. During climb out we repeat numerous times,
 “YOU MUST SEE OVER THE NOSE”
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 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. Do not exceed a 30-degree bank below 500 feet.
3. For Stalls- **“We do imminent stalls and during the recovery use the words, “EASE OFF THE BACK PRESSURE”.** (stalls are only practiced with a CFI)
4. 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”
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 “YOU MUST LOWER THE NOSE TO KEEP US SAFE”.
5. 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. Gradually reduce power until the plane lands.