

## Short Field Landings

Dave McClurkin

Last month we talked about stalls. Hopefully we all understand the importance of practicing stall recognition and recovery. But what's the big deal about short field landings? The runways we use seem to go on forever. So what if I coast 1000 feet past my intended touch-down point. If this happens, OU says to do a go around. Why bother? If I don't go around I can still land or do a touch-and-go with plenty of room to spare and I still get to log a landing. Watch the attached video. Maybe this pilot was also in the mode of "every approach will end with a landing." I sure hope his insurance was paid up.

<http://www.youtube.com/watch?v=-z2o0acllm4>

At OU you have the opportunity to practice short and soft field takeoffs and landings a lot. Use this opportunity to develop and refine your landing skills at a wide variety of airports and environmental conditions. Whatever the type of landing, pick your touch-down point and don't be satisfied until you can land within 100 feet of that point. The PTS gives a bit more latitude for private pilots, but aren't we trying to beat the PTS standards? If at any point on the approach making the touch-down point is in doubt what should you do (even if you're in the flare)? GO AROUND!!!

Think the pilots in the majors don't have to worry about short field landings? Think again. There are tons of NTSB accident reports about airliners going off the end of the runway. Check out this video to see how a pilot "sticks" a short field landing.

[http://www.youtube.com/watch?v=v\\_z5HtME9n8](http://www.youtube.com/watch?v=v_z5HtME9n8)