

By Jermaine Phillips,

Can this airplane do that?! Determining our performance is crucial if we want to be able to answer questions like that. In this month's article by AOPA's Bruce Landsberg we take a look at an accident that highlights the need to know your airplanes performance. In a previous article "Not So Fast" we discussed that landing distances are usually shorter than take-off distances. As you will see this is not always the case. It is vital that we know the performance of the particular make of model you are flying, as well as how to properly calculate it for the operations that you are conducting and the conditions that you are conducting them in. A landing might not be "just" a cross-wind, short or soft field landing. An approach to a relatively soggy, short grass strip would require combining both short and soft field techniques – make sure you touch down just after crossing the approach end of the runway, keep the nose up, use aerodynamic braking, but do not apply toe brakes. How do you determine your landing distance for this procedure? Hint: Be conservative. Now throw in a 10-15 knot cross wind. Can you even make a safe landing in this situation? Maybe it's time to divert to a friendlier field.

Link to the article by Bruce Landsberg.

<http://blog.aopa.org/leadingedge/?p=2950>