

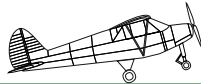
SOFT FIELD TAKEOFF AND LANDING

SOFT FIELD TAKEOFF

HOLD FULL BACK PRESSURE
AVOID STOPPING/BRAKING
ADVANCE TO TAKEOFF POWER
LET NOSE RISE AS SOON AS POSSIBLE



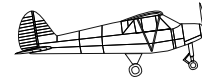
HOLD NOSEWHEEL JUST OFF
WAIT FOR MAINS TO TAKEOFF



LOWER LOWER AOA TO STAY
IN GROUND EFFECT

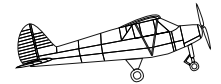


ACCELERATE IN GROUND EFFECT



TO STAY IN GROUND EFFECT YOU'LL INITIALLY
REDUCE BACK PRESSURE AND SLOWLY TRANSITION
TO ADDING FORWARD PRESSURE

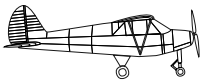
CLIMB OUT AT V_y
CLEAN UP AIRPLANE
AFTER TAKEOFF CHECKLIST



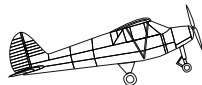
MAIN DIFFERENCE FROM NORMAL TAKEOFF: FLAPS; KEEP PRESSURE OFF THE NOSE WHEEL; ACCELERATE IN GROUND EFFECT.

SOFT FIELD LANDING

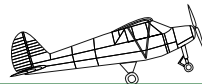
SLIGHTLY SLOWER APPROACH (~5 KNOTS)
AOA AND PITCH WILL BE HIGHER
MORE POWER REQUIRED



KEEP POWER IN TO REDUCE
DESCENT RATE



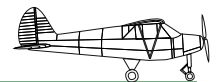
AFTER TOUCHDOWN, REDUCE POWER
TO IDLE



GENTLY LOWER THE NOSE
MAINTAIN FULL BACK PRESSURE
EVEN WITH NOSE ON THE GROUND
USE MINIMAL BRAKING



EXIT THE RUNWAY
AFTER LANDING CHECKLIST
KEEP SPEED UP TO AVOID
GETTING STUCK IN MUD/SAND



MAIN DIFFERENCE FROM NORMAL LANDING: SLOWER APPROACH; LAND WITH A LITTLE POWER; KEEP PRESSURE OFF THE NOSE GEAR.