

THE SECRET TO

PERFECT LANDINGS

+ OVER 4 HOURS OF VIDEO INSIDE!



JASON SCHAPPERT

THE SECRET TO PERFECT LANDINGS

SAMPLE

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PROUDLY PRINTED IN THE USA

ISBN: 0615687857
ISBN-13: 978-0615687858

By: Jason Schappert - MzeroA.com

Acknowledgements

A heartfelt thank you to my wonderful team...

Ashley - Many of you don't realize that Ashley is the real brains behind the operation :) Everything you see and do on the website is all her GENIUS. I simply smile for a camera and talk about flight training. Ashley is the one who then makes it all happen.

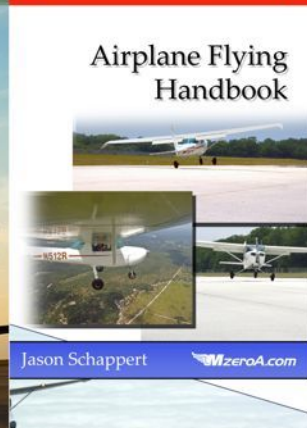
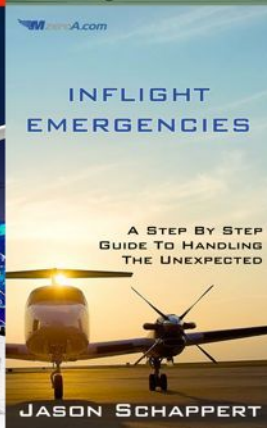
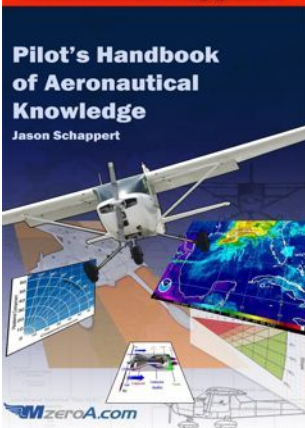
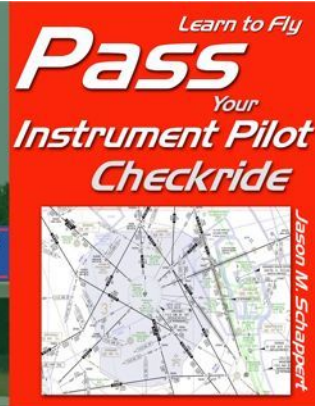
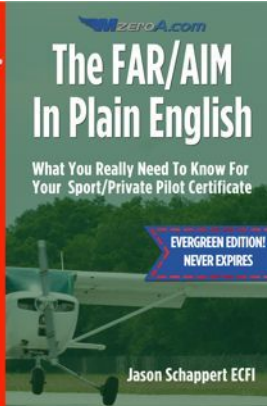
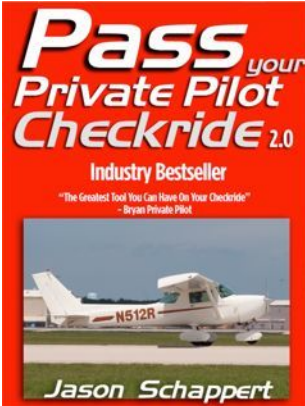
Larry - My ground school members already know Larry but some may not. Chances are if you've submitted a question you received a short, thoroughly researched novel type reply from our pal Larry :) Who we call around here "The Instructor In Command" No one on earth has more passion for aviation and the creation of safer pilots than Larry!

Johnny - Early on I use to edit all my own videos (Usually poorly done and taking weeks of my time) Since bringing Johnny on I'm sure you've noticed that quality of videos and instruction has increased a TENFOLD! Johnny is a pro and visionary when it comes to inflight video. Every video you see in this book was professionally done by him.

Additional praise to: *Tim Broom, John Helms, Dan Bryant, Ed Craig* and *Jerry Fowler* without them this video book would have never come to fruition.

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About Jason

My lovely wife and I are SO BLESSED to be doing what we're doing. MzeroA.com fans are the most loyal and best bunch of pilots anyone could ask for... I mean it.



We wouldn't have 7 (soon to be 8) best selling titles and the #1 Rated Online Ground School if it wasn't for you guys.

I was very thankful to have gotten such an early start in aviation with GREAT mentors along the way. Many of whom have shaped the way I teach today.

I've learned that in everything I do on MzeroA.com boils down to one simple question... "What can I do today that will create safer/smarter pilots?"

It's the answer to that question that I dedicate each video to you guys.

Enough about me and my ramblings... Let's get to some landings!

By: Jason Schappert - MzeroA.com

Forward By Larry M. Diamond CFI

I have been a pilot for 29 years with 6 of those years being a CFI. We have all taken our friends and relatives for a scenic flight for the infamous “Hundred Dollar Hamburger.” If we are all true to ourselves and asked our passengers how they would rate the flight, I will bet the first comment was the landing. You could have flown through the Grand Canyon or around the Statue of Liberty, but the whole flight’s success was how good the landing was. You know it to be true since we are being honest with ourselves.

I was introduced to Jason Schappert and MzeroA.com when I had a student that was 3 weeks away from his checkride and I needed a way to visually show my student the technique of short field takeoffs and landings. It took 3 minutes for me to realize that I had struck gold and caught lightning in a bottle. Jason’s explanation and demonstration of the short and soft field landing at North Captiva Island (Salty Approach) turned me into a Jason Schappert flight student. His resume as an instructor is one of a teacher and instructor well beyond Jason’s true age. He was the top collegiate flight instructor in 2008, has over 8,000 hours of dual training, best selling aviation author and is the creator of the top rated online ground school. His Pass Your Private Pilot Oral Checkride is a publication that is required reading for all my students getting

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ready for their checkride and I also use it for the oral portion of the flight reviews I give as an instructor.

It is tantamount for all pilots to know how to land in the safest and most proficient manner. I will give you some statistics from the NTSB. In Instructional Flight from 2007-2009 there were 116 Abnormal Runway Contacts and 25 Collision on Takeoff or Landing Accidents. That takes my breath away and gives me a nauseous feeling in the pit of my stomach.

What you will find in “The Secret To The Perfect Landings” are simple, easy to understand and time tested ways for you to make consistent, right on the center, smooth as silk landings. Jason has provided for you more tools for your aviation tool box that work and will make you better pilots. It will also make you a better “LANDER”. For every takeoff there must be a landing. Why not make them Perfect Landings.

Larry M. Diamond, CFI

By: Jason Schappert - MzeroA.com

Chapter 1: How This Book Works

This book is different than any other book you've ever read. As you go through each chapter I'll link to actual videos showing you exactly what I'm talking about inside of each chapter in greater detail.

This new format helps to capture pilots of all types (visual learners, kinesthetic learners etc...)

So at the end of each chapter will be that chapters video. eBook users this will be an actual clickable link to make things SUPER easy for you. Paperback readers there will be a URL you can actually type in on your computer or mobile device.

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So lets test out this new “vook” (video/book) model by checking out your first video below...

After you watch the video come right on back and lets dig into chapter two.



By: Jason Schappert - MzeroA.com

Chapter 2: What Makes A Great Landing?

I'm often asked this question: "Jason what can I do to make GREAT landings?"

I answer this question the same way every time and will share that with you in this book in HUGE detail.

This next sentence is the second biggest tip you'll learn in this book and is key when it comes to making great landings...

A Perfect Landing Starts With A Perfect Pattern.

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Think about it...

When a basketball player lines up to shoot a free throw he does the same thing every time.

“dribbles twice, spins the ball in his hands once, dribbles once, exhales, and shoots”

Or when a golfer lines up and approaches a putt.

These professionals have routines. Trying to make every shot the same. Your landings are the same way!

How can you expect to have a perfect landing when your approach is different each time?

This time you're too high, next time too fast, next time too low. You're trying to shoot a different landing every time. How can you expect to get good at something when the variables are ALWAYS different. The worst part is those variables are all input by you the pilot.

By: Jason Schappert - MzeroA.com

So let's go back to that last important phrase "A Perfect Landing Starts With A Perfect Pattern."

To break this down step by step in our sequence. We can say that a perfect landing starts with a perfect takeoff.

Chair fly with me your perfect takeoff...

You're cleared onto the runway (or announce your takeoff at a pilot controlled airport).

You smoothly lower your feet off the brakes, heels to the floor. You double check "lights, camera, action." (Lights on, transponder on altitude, and mixture rich) You give a quick glance down final one last time to make sure the runway really is yours. From there you smoothly apply full power.

As you accelerate down the runway you quickly glance inside and note "Airspeed alive...Engine gauges green" and return your focus to the outside. After all we're making a VFR takeoff right? Don't find yourself GLUED to the instruments.

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You start to feel the controls getting lighter as your perfectly trimmed airplane almost takes itself off the ground. Entering into your climb you glance once again inside to establish V_x or V_y on the airspeed indicator depending on your situation.

As you trim for that airspeed you glance quickly over your shoulder to confirm you are flying that runway straight out.

Just because you took off runway 36 and are flying heading 360 doesn't mean you're flying straight out as planned. The wind can play some nasty tricks and push you to either side of that runway early on.

After all isn't our goal to fly a perfect pattern? However too many students let their pattern get away from them early on even in this case of the takeoff.

Our pattern is to be a perfect rectangle. Not a crazy trapezoid or some other made up shape. Fly that perfect pattern every time.

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As you continue your Vy climb out it's important to be on alert for other traffic as well.

Check out The Secret To Perfect Landings Takeoff Video Below.



Chapter 3: The Crosswind Turn

It seems like such a small part of our traffic pattern yet the crosswind plays a big role in our “perfect pattern” It’s here where you first deal with wind pushing you where you don’t exactly want to go and it’s quite easy in this case to drift back closer to the airport and fly a incorrect “Trapezoid” style pattern.

I like to keep everything very systematized. I also like to teach directly out of the FAR/AIM which suggests you make your crosswind turn 300ft below TPA. (Traffic Pattern Altitude)

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So for an example my TPA at home is 1,000ft AGL (above ground level) so I turn my crosswind at 700ft AGL or 300ft below my TPA...

Make sense?

On crosswind at pilot controlled airports I teach students to "Turn and Talk"

As you start that turn make your radio call:

"Dunnellon Traffic Cessna 512R Turning Left Crosswind Runway One Zero Dunnellon"

Why do we do it this way? Two reasons really, first its easier to spot a turning aircraft. When someone makes the above radio call where are you going to look? Directly at the crosswind and you'll see me because a turning aircraft is easier to spot.

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The second reason is procedurally. A perfect landing has a system and a procedure so you do the same thing in the same spot each and every time.

If for ANY reason you feel right now you're unable to turn and talk dictate that responsibility to someone else like your CFI. There is NO REASON to be falling behind the airplane this early on. Dictate small responsibilities now and slowly work them back into your procedure.

Remember to keep all turns standard rate and use your DG (direction gyro/heading indicator) to help you in each turn.

For example if you just departed runway 36 you know a left crosswind would be roughly a turn to heading 270 (give or take what the wind is doing)

However YOU ARE MAKING A VFR LANDING. Don't be glued inside the cockpit. Spending too much time inside the cockpit is a huge pitfall for 50% of student pilots early on in their training.

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Let's take this a bit further and check out The Secret To Perfect Landings Crosswind Video Below.



**I Hope You Enjoyed This Sample of
"The Secret To Perfect Landings"**

**To Grab The Complete Book Visit
<http://SecretToPerfectLandings.com>**