

# Roundtable Notes: Picking a Pattern at Arlington

- Given the pilot's low time in the Cessna 140 and tailwheel time in general, the overflight is essential. If it didn't look good for any reason, diverting would be the best choice. (Catherine and John)
- Checking the windsock at the arrival end of Runway 34 is important. Imagine going through machinations to land on Runway 29 when winds at the touchdown zone actually did favor Runway 34. (John and Jeff)
- You could do a low pass over Runway 34 to evaluate the strength of the crosswind before committing to a landing on any runway. (Elaine)
- The CTAF will be really busy here, so keeping the details of your plans until final helps keep the transmissions short and the CTAF open for others. (Wally and Bob)
- Despite the busy CTAF, you *should* mention a plan to break off before final. You could really surprise a pilot taxiing across Runway 29 because no one was landing there. (John)
- You can do this kind of dog-leg for crosswinds at a towered airport with Tower's permission. (Mark)

*"In reviewing all of these options, I ended up really liking Choice 2. I tried to make the others fit, but none of the others are safe—except diverting." — Catherine*

- The pilot may want to "bow out" a bit to the right before turning left to land Runway 29 to allow a bit more space for the turn. (Catherine and Bob)
- An experienced pilot might elect to land on the second half of Runway 29 to limit conflicts with Runway 34, but a low-time pilot should keep maximum runway length available. (All)
- This side-step or dog-leg maneuver is fine for safety considering the crosswind, but wouldn't be appropriate just for convenience, such as if your hangar was off Runway 29. (Wally)
- Per the latest advisory circular, the primary objective in making decisions about flying the pattern is not interfering with other traffic. The late turn to land Runway 29 does not interfere with other aircraft. (Mark)

## CHOICES BY EXPERT

Wally ..... 2

Catherine ..... 2\*

John ..... 2\*

Elaine ..... 2

Mark ..... 2

Bob ..... 2

(\*Choice with a caveat)

## VFR MASTERY

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**1**

Enter on a 45 for left downwind Runway 34. Make at least one attempt at landing with the crosswind.

**2**

Enter on a 45 for Runway 34 and fly the pattern to short final. Then break left to actually land on Runway 29.

**3**

Enter on a 45 for left downwind Runway 29. Adjust speed and position to land on Runway 29 between the arrivals for both the pavement and the grass of Runway 34.

**4**

Enter on a 45 for Runway 29, but fly a tight pattern such that you remain west of the extended centerline of Runway 34.

**5**

Divert to Skagit Regional (KBVS) to land with no crosswind, and have your friend meet you there.