

# Roundtable Notes: Close Quarters at Hayward

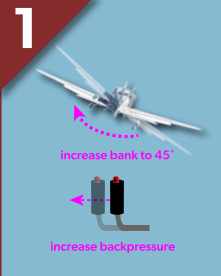
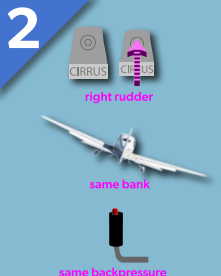
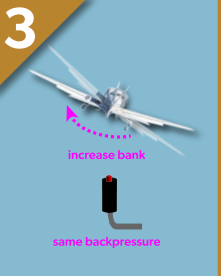
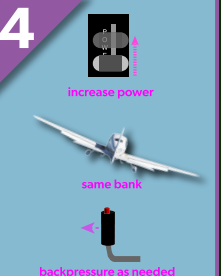
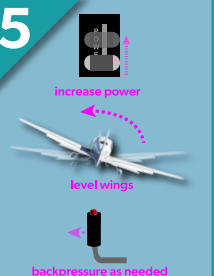
- Whenever you get in a tight situation, or something's not quite going like you want, make sure you have flying airspeed and a clear flight path. (Richard)
- Of the two threats here, a mid-air collision and a stall-spin close to the ground, the stall-spin is the more dangerous item. It's a big sky and you can probably avoid the other airplane. (Sarah)
- The south wind means the pilot must turn past runway heading to avoid the overshoot. (Sarah)
- There's no guarantee the Tower controller will see this situation in time to prevent a collision. (Kevin and Richard)
- Cirrus guidance on a go-around says to apply full power and level the wings. (Sarah)
- Cirrus guidance doesn't take into account there being another airplane in the direction of a wings-level climb. (Kevin)
- In gliders, it's standard procedure to practice rope breaks by unloading the wings and banking steeply. The glider turns just fine without back pressure. (Wally)

*"If only the Cirrus pilot had been a little more focused on positioning his own airplane, and flying predictably and precisely, this scenario could have been avoided." — Dave*

- During the go-around, you may lose sight of the other airplane(s). (Wally and Dave)
- Banking steeply close to the ground is a serious mental challenge for any pilot not trained for it. (Sarah and Dave)
- The natural inclination is to bank away from a potential collision. What you should do is bank to keep the conflicting airplane in sight to maneuver clear of it. (Richard)
- The opposite pattern is to a runway with a displaced threshold, so the Cessna on base traffic is likely higher than the Cirrus. (Wally)
- The pilot should have briefed the fact that a tailwind on base (and the low traffic pattern) would likely cause an overshoot. (Sarah)
- A low pattern requires attention to maintain enough distance on downwind. (Tom)
- Parallel offset runways are the highest risk scenario for collisions in the pattern. (Richard)

## CHOICES BY EXPERT

Dave .....	4
Kevin.....	4
Wally.....	3
Tom.....	4
Richard .....	4/5
Sarah.....	5/4

<div>1</div>  <p>Increase your bank from 30° to 45° with appropriate back pressure to tighten the turn. Stall speed will increase, but between the descent and not pulling too hard, there's plenty of margin.</p>	<div>2</div>  <p>Apply right rudder to increase the turn rate. You know that a skidding stall is bad, but if you don't increase your bank or decrease your speed, you won't stall.</p>	<div>3</div>  <p>Increase your bank angle to tighten the turn, but don't increase back pressure so you don't increase your angle of attack.</p>	<div>4</div>  <p>Power up, continue the turn, and climb on runway heading.</p>	<div>5</div>  <p>Power up, level the wings, and climb over the traffic on the opposing base.</p>
---	---	---	---	---