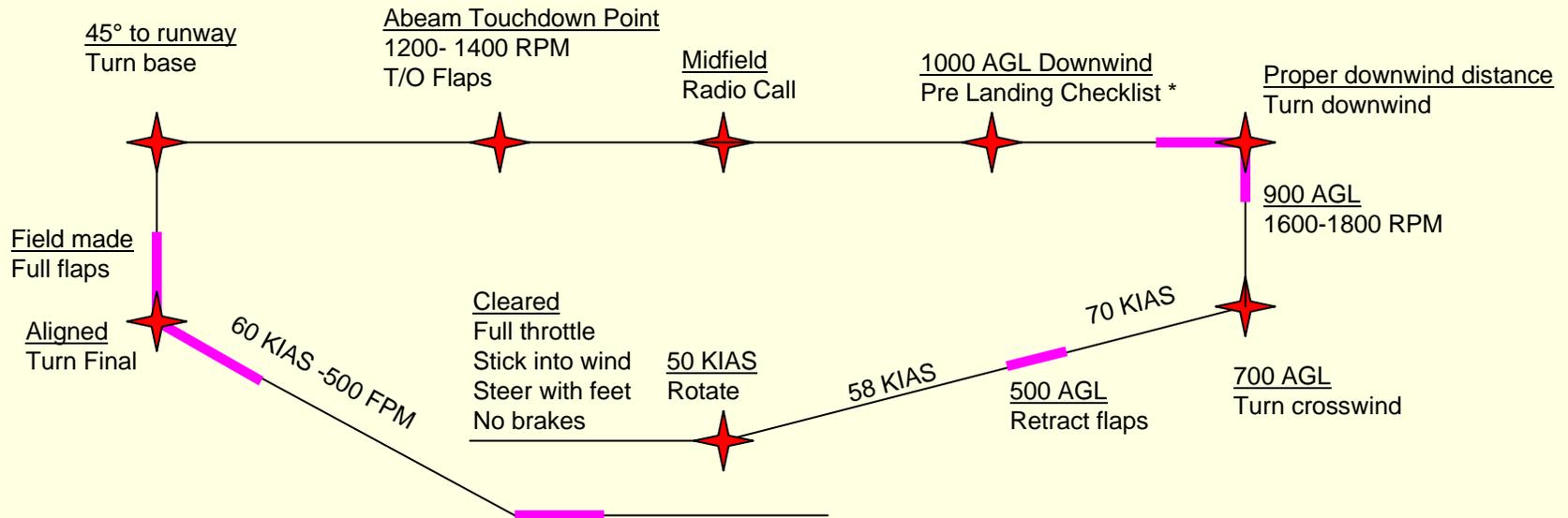
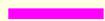


# DA20 Sauce Recipe



 Altitude dependent  
 Specific point  
 But depends on traffic

10 AGL  
 Idle  
 Fly level  
 to end of runway

5 AGL  
 Hold it off  
 Hold it off  
 Hold it off  
 If it doesn't feel right,  
 full throttle

Touchdown  
 Steer with feet  
 Stick back, into wind  
 (no steering)

\* Do and say this, or Robert WILL fail engine.

Test of good pattern:  
Can you land from anywhere with no engine?

This is a sauce recipe. It always works OK. You are expected to modify it.

## Sauce Recipe Advanced

The sauce recipe works. I promise.

Are you tempted to change it? If you are, then try it.

Here are the criteria we used to develop it.

- (1) Your upwind pattern should always be close enough to the airport to land in the case of engine failure.. Immediately after you take off, you have the rest of the runway in the case of engine failure. You are in a tough spot if you lose the engine between the end of the runway and 900 AGL; there you should land straight ahead. Once you turn crosswind, you should be within gliding distance of a runway. You won't be within gliding distance if you don't climb at 60 KIAS ( $V_x$ (take off flaps) is 58 KIAS. Any higher speed gains you less altitude and puts you further from the airport.
- (2) You should have plenty of time to get you're your pre-landing checklist done. The recipe calls for 70 KIAS on the downwind. If you want to fly faster, that's your call. Here are the downsides: (a) you burn more fuel, (b) you have less time to get your pre-landing checklist done, and (c) if you are going too fast, you will have to slow down anyway to get the flaps in.
- (3) Don't use any more power or fuel than you need to. The recipe calls for reduction in power abeam the numbers, and then application of the first notch of flaps. Why fly with the increased drag of flaps with the motor still roaring? You will need to get down to the runway eventually.
- (4) Your pattern should always be close enough to the airport to land in the case of engine failure. When you are 45° beyond the runway(and descending), you are still within gliding distance of the runway (just barely).
- (5) Your downwind pattern should be high enough to allow you to glide to the airport in the case of engine failure. That isn't always possible when you have been asked to extend downwind behind the Lear Jet, but at least you should stay at 1200' MSL (1000' AGL) until you could glide back to the airport.
- (6) Save Full Flaps until you know you can make it to the field ("field made, full flaps"). In many airplanes (the Diamond not included), the airplane won't climb with full flaps. You ' want to be in a position (a) short of the runway because you descended too early with full flaps (power on or off) or (b) that requires you to go around with full flaps (sometimes the flap motor fails).
- (7) Reduce the power to idle at 10' up. Landings with power you will learn in a Boeing or carrier-based fighter. In the DA20, landing with power will consume far too much runway.