

# BAC Safety Spotlight



March 2022

*Edited by Michelle O'Hare*

## Soft-Field Landings

Landing on an unsealed surface involves a number of risks, especially after significant rain has fallen as it is difficult to recognise soft spots. Always survey the field first, seek clarification from the owner or if possible ask a pilot who has recently been there.

For VH-BAC, Section 4 of the Pilot's Operating Handbook (POH) identifies that the actual touchdown should be made with power off and on the main wheels first to reduce the landing speed and subsequent need for braking in the landing roll. The nose wheel is then lowered to the runway gently after the speed has diminished to avoid unnecessary nose gear loads.

In VH-BAC the use of flaps in this type of approach would be useful, however, for those that fly low-wing aircraft it needs to be considered that damage may occur from mud and stones thrown up by the wheels.

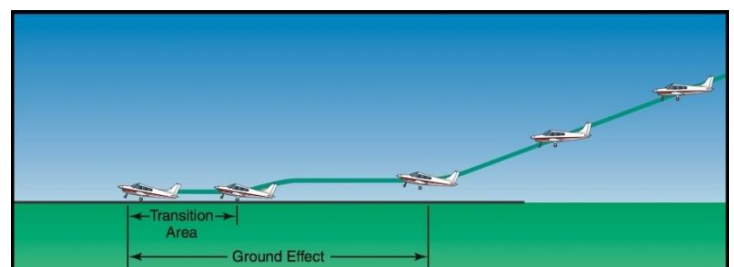
As the soft surface will slow the aircraft only minimum braking should be used as this may cause the nose wheel to dig in. Taxi with back pressure on the control column until solid ground is reached.

Much of the preparation for a soft-field landing needs to occur on the ground prior to your flight. The following two flights demonstrate the difficulty of detecting the suitability of a runway surface for landing from the air.

- C182 flips after landing on soft surface  
[www.atsb.gov.au/media/news-items/2015/aircraft-flips-after-landing-on-soft-ground/](http://www.atsb.gov.au/media/news-items/2015/aircraft-flips-after-landing-on-soft-ground/)
- SeaRey gets bogged landing on Lake Eyre  
[www.youtube.com/watch?v=4MkJ4yWkqVQ](http://www.youtube.com/watch?v=4MkJ4yWkqVQ)

Talk to an instructor if you would like to practise or improve your soft-field landing technique. These two resources also provide some useful information to review at home.

- [FAA - Soft-Field Approach and Landing](#)
- [FAA - Soft field landings video](#)



[www.faasafety.gov/gslac/alc/course\\_content.aspx?cID=34&sID=168](http://www.faasafety.gov/gslac/alc/course_content.aspx?cID=34&sID=168)



## Check it Out!

Minor mishaps do happen. However what may look undamaged or only a slight dent on the outside might be hiding something more significant. For example, a small tap at the end of a long wing on a hangar door will be magnified many times across to where it joins to the fuselage which may lead to further damage.

If you ever dent the aircraft, have a hard landing, suffer excessive turbulence or notice an unusual vibration report it and arrange for the aircraft to be inspected. Contact numbers for the BAC Board are available on the BAC website:

<https://bathurstaeroclub.com.au/contact/>

Often internal damage is not noted until particular parts are being replaced or they actually fail. Airframes suffer extreme loading forces at times and a small crack or stressed component may quickly become a major fault. The seriousness of this issue is described in the article “What Lies Beneath” in Vector May/June Pg. 16.

[www.aviation.govt.nz/assets/publications/vector/Vector\\_2010-3\\_MayJun.pdf](http://www.aviation.govt.nz/assets/publications/vector/Vector_2010-3_MayJun.pdf)

For some more reading on this topic see:

- [Damage overlooked in preflights](#)
- [Hard landing damage](#)
- [Jabiru loses propeller](#)
- [Flights continue with damage](#)



[www.aopa.org/news-and-media/all-news/2015/august/24/training-tip](http://www.aopa.org/news-and-media/all-news/2015/august/24/training-tip)

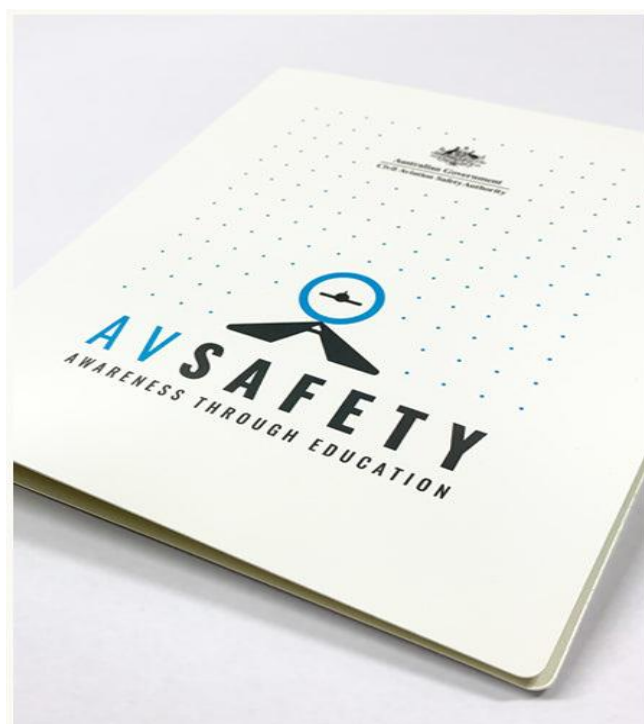
## Bathurst AvSafety Seminar – 30 March

This event is being held on Wednesday 30 March 2022. Human Factors are present in up to 80% of aircraft accidents. The CASA AvSafety seminar “Pushing the Envelope” explores human factors which have contributed to accidents and incidents both in Australia and overseas. It doesn’t matter what experience you have, knowledge of human factors will complement your technical knowledge which leads to a safer aviation environment for all. Using case studies the seminar explores:

- General competency
- Fatigue and distractions
- Runway incursions
- Go arounds

If you would like to register visit the website here:

[www.casa.gov.au/bathurst-avsafety-seminar](http://www.casa.gov.au/bathurst-avsafety-seminar)



The CASA Online Store has a number of free safety publications available. One of these is the AvSafety folder which you can fill with summary information cards on the various topics covered in these seminars. To order visit their store here:

<https://shop.casa.gov.au/apps/omega-search/?type=product&q=avsafety>

