

CIRCLING AND MISSES

There is another, subtle reason for an instructor to show a student a missed approach in IMC. When power is added to start a missed approach, the airplane accelerates. The somatogravic illusion is powerful—the inner ear tells the pilot that the airplane is climbing when it is accelerating in level flight. Some years ago, a Cessna 210 crashed near my house after the pilot flew level into rising terrain after he missed an approach. I've watched instrument students and rated pilots fly level and be astounded when I asked them to check their rate of climb.

A good instructor will set you up for this by having you fly an approach that has high minimums when the weather is down—especially valuable training if the bases are not uniform and all you get are fleeting glimpses of the ground.

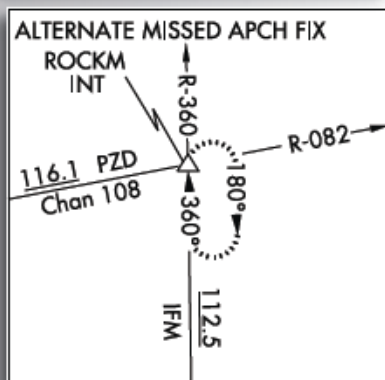
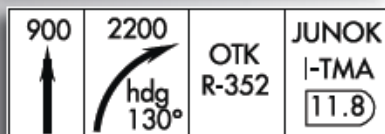
Fly a circle-to-land approach in two miles visibility with an instructor. See what crummy visibility really is. It may provide a basis for you to decide whether you're will-

ing to fly circle-to-land approaches single-pilot and understand why some experienced pilots refuse to fly them at all at night.

I don't know how many pilots have shot an approach in rain or show only to start the miss, see the runway below them and get suckered into trying to make a descending 360 and land. There may be 1000 feet of visibility in that precip, which is why the pilot could see the runway—he was only 400 feet above it. But once he starts that turn, 1000 feet of visibility isn't going to be enough to keep the runway in sight. Suddenly he can't see the runway, he's descending and pointed away from the safe missed approach path. A simulator can't prepare you for that, and it doesn't allow you to look straight down.

Why not have an instructor beside you the first time you take off into 300 and a mile? Sure, the airport has an ILS and the weather is above minimums. The tough variable is you are going to have to transition to instruments before you've been in the air even a minute and the airplane may not yet have stabilized at the climb speed you desire. Why not experience it for the first time with someone to catch you if you fall off the tightrope? It may also get you to understand the value of takeoff-alternate airports.

MISSED APPROACH: Climb to 900 then climbing right turn to 2200 on heading 130° and OTK VOR/DME R-352 to JUNOK/ I-TMA 11.8 DME/RADAR and hold.



CIRCLING	900-1	920-1	1040-2	1060-2¼
	545 (600-1)	565 (600-1)	685 (700-2)	705 (800-2¼)