

Ross Taylor
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Dear David,

Thanks so much for your thorough and intelligent guidance during my training in July/August.

I especially would like to thank you for your practical inputs into my re-discovered permission to land an aircraft after a six year long drought. After not landing an aircraft, except a few times in light aircraft, for an extended period of time, your approach and landing technique was timely and warranted. It is all very well to fly a simulator and land it well, however this did not prepare me sufficiently for the dynamics of real flight.

Your inputs into path control on approach helped me, especially during the time it takes to develop the visual clues which we all use, often subconsciously. When to initiate the flare was initially invaluable and something I use all the time as I gain experience, as another cue. You will be pleased to know that I have often been complemented for the accuracy of my approaches and landings. Most of the credit belongs to your lateral approach.

I, whilst on final, am very cognisant of scanning the runway to ensure that I am flying extended centre line whilst maintaining the visual aim point constant. The technique of when to initiate the flare and using the far end of the runway as the new aiming point, has been very beneficial in performing smooth, accurate landings. Perhaps more importantly, the visual cues offer an excellent base for self analysis when things don't go quite to plan.

I am aware that you receive a lot of professional banter regarding the "Jacobson flare" and some people let their own prejudice colour their judgment, but I know that **provided** all the targets are met on approach, then your technique **will work** consistently and safely. Above all, the actual application is very simple and most pilots use similar cues but cannot verbalise what they do or look for.

The "Jacobson flare" is most appropriate for second officers who are undertaking promotional training. Their skill level has been unfortunately allowed to wither during their time gaining the technical knowledge that is also so important in long haul operations.

I thank you David, for your time and effort and of course, look forward to flying together soon.

Yours sincerely,



ROSS TAYLOR