

From: "Mike Bernays" <email address withheld>
To: <jacobsonflare@bigpond.com>
Subject: Thanks
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Hi David,

I read about your new iPad app on the Jacobson Flare last week. I am amazed that I had never heard of you before now. I've been flying since 1979 when I learnt to fly at Camden in NSW. I've owned a B model twin Comanche VH-ZOO for the last 25 years. At first I was a little skeptical about whether I would gain much from the app (its not often that I pay \$30 for apps) but decided to take a chance with it when curiosity got the better of me.

I was gob smacked about how professionally this has been put together. At first I got a little bogged down in the trigonometry of the whole thing but, after a couple of hours, I was finally blinded by the light especially after looking at the beautiful videos.

My aircraft is renowned for its difficulty to do repeatable greaser landings – I don't know how many times over the years when telling someone about the fact that I own a Twin Comanche the first response has often been "but how do you go landing it?"

Your philosophical discussion at the beginning about how we are all taught "attitude controls airspeed" and "power controls the rate of descent" before we even get to the flare was fascinating as well. I seem to remember it was even taught as dogma in instructor rating courses – to get the rating you had to sprout the dogma.

Now I have learnt how to land a PA30 fairly consistently over the years yet I could never explain in great detail to someone else how I do it, and I've just realized that I have been looking in the right places during the flare probably for many years now – I've been intuitively doing what you explain so eloquently for a long time now! I went out for a fly and some circuits today to prove it to myself.

I struggled with landings when I first learnt to fly – the instructor just couldn't explain to me where to look. I've always felt sorry for people who don't get it and don't/can't teach themselves intuitively. I don't believe I've ever seen a book on flare technique before, either.

I thank you for your amazing explanation of the technique of flaring, a crucial few second duration manoeuvre which occupies such a small portion of any flight but has the ability to either give us a great sense of pride if pulled off well or embarrassment frustration and disappointment if not.

Thanks for such a great tool.

Mike Bernays