



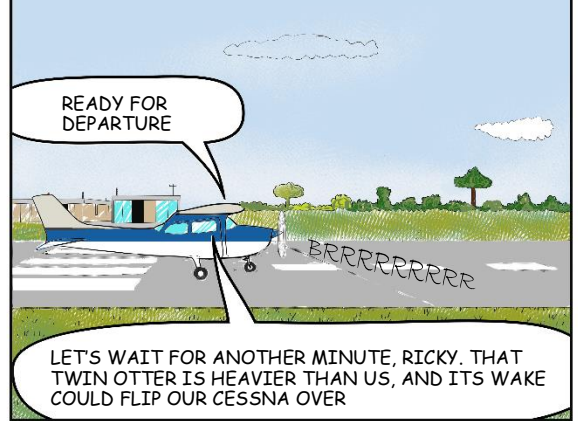
# Sunny Swift

## “Wake vortex avoidance”

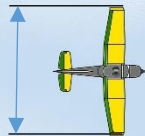
SUNNY AND STUDENT RICKY ARE IN A CESSNA 172 WAITING AT THE END OF THE RUNWAY. THEY WATCH A TWIN OTTER TAKE OFF BEFORE THEM



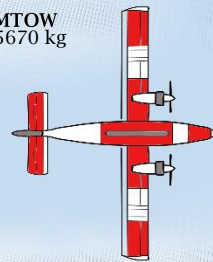
AFTER ONE MINUTE, RICKY THINKS IT'S TIME TO GO



MTOW  
1110 kg



MTOW  
5670 kg

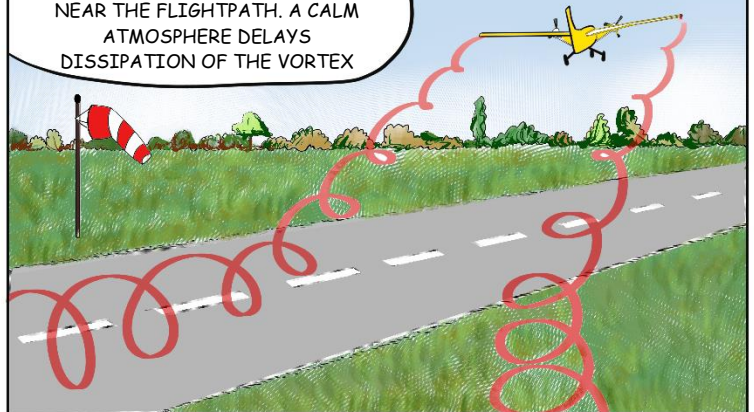


THE STRENGTH OF THE VORTEX INCREASES WITH THE WEIGHT OF THE AIRCRAFT THAT GENERATES IT

COUNTER CONTROL AND STABILITY ARE MORE DIFFICULT FOR A TRAILING AIRCRAFT THAT HAS A SHORT WINGSPAN AND A LIGHTER WEIGHT THAN THE AIRCRAFT AHEAD, EVEN IF BOTH ARE GENERAL AVIATION AIRCRAFT.

ON APPROACH AND TAKEOFF, THE WAKE DESCENDS BELOW THE FLIGHTPATH, UNTIL IT ENTERS GROUND EFFECT, WHEREUPON THE VORTICES DECREASE THEIR DOWNWARD DESCENT AND MOVE Laterally.

CROSSWINDS OF UP TO 5 KNOTS CAN CAUSE ONE VORTEX TO REMAIN NEAR THE FLIGHTPATH. A CALM ATMOSPHERE DELAYS DISSIPATION OF THE VORTEX

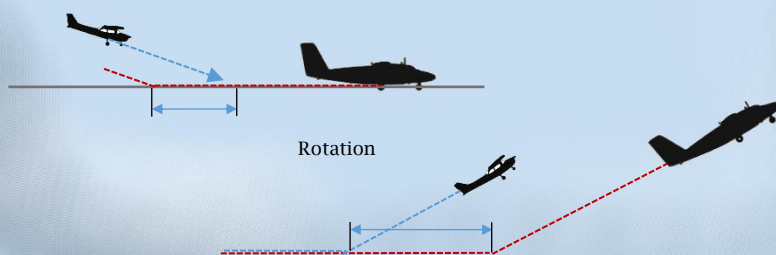


MAINTAINING AT LEAST 2 MINUTES OF SEPARATION, AND FLYING AT OR ABOVE THE LEVEL OF THE PREVIOUS AIRCRAFT'S FLIGHTPATH PROVIDE THE BEST METHOD FOR AVOIDANCE

2:00-3:00

VISUALIZE THE LOCATION OF THE WAKE BY NOTING THE ROTATION OR TOUCHDOWN POINT

Touchdown



PLEASE FIND MORE INFORMATION AT:

GA ACCIDENT: <https://www.euroga.org/forums/hangar-talk/4339-wake-turbulence-between-two-light-aircraft>

FAA GUIDE : [https://www.faa.gov/training\\_testing/training/media/wake/04SEC2.PDF](https://www.faa.gov/training_testing/training/media/wake/04SEC2.PDF)

EMBRY RIDDLE VIDEO: [https://www.youtube.com/watch?v=L\\_kS4W7gyk](https://www.youtube.com/watch?v=L_kS4W7gyk)

BFU Video: [https://www.bfu-web.de/EN/Service/V180-Video-EN/V180-Video-EN\\_node.html](https://www.bfu-web.de/EN/Service/V180-Video-EN/V180-Video-EN_node.html)

PLEASE SEND YOUR COMMENTS AND IDEAS:

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