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NASA-AMES  
10/23/87

**ARE WINDSHEAR TRAINING AID RECOMMENDATIONS  
APPROPRIATE FOR OTHER THAN  
LARGE JET TRANSPORTS?**

**Pilot Procedures**

**Shear Models**

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**IS THE WSTA APPROPRIATE FOR:**

**GA Jets?**

**YES**

**Commuter and GA Turboprops?**

**?**

**GA Single-engine?**

**?**

# PILOT PROCEDURES IN WINDSHEAR

## Proposal:

Pitch Target = Stall-warning Angle-of-Attack

727

15

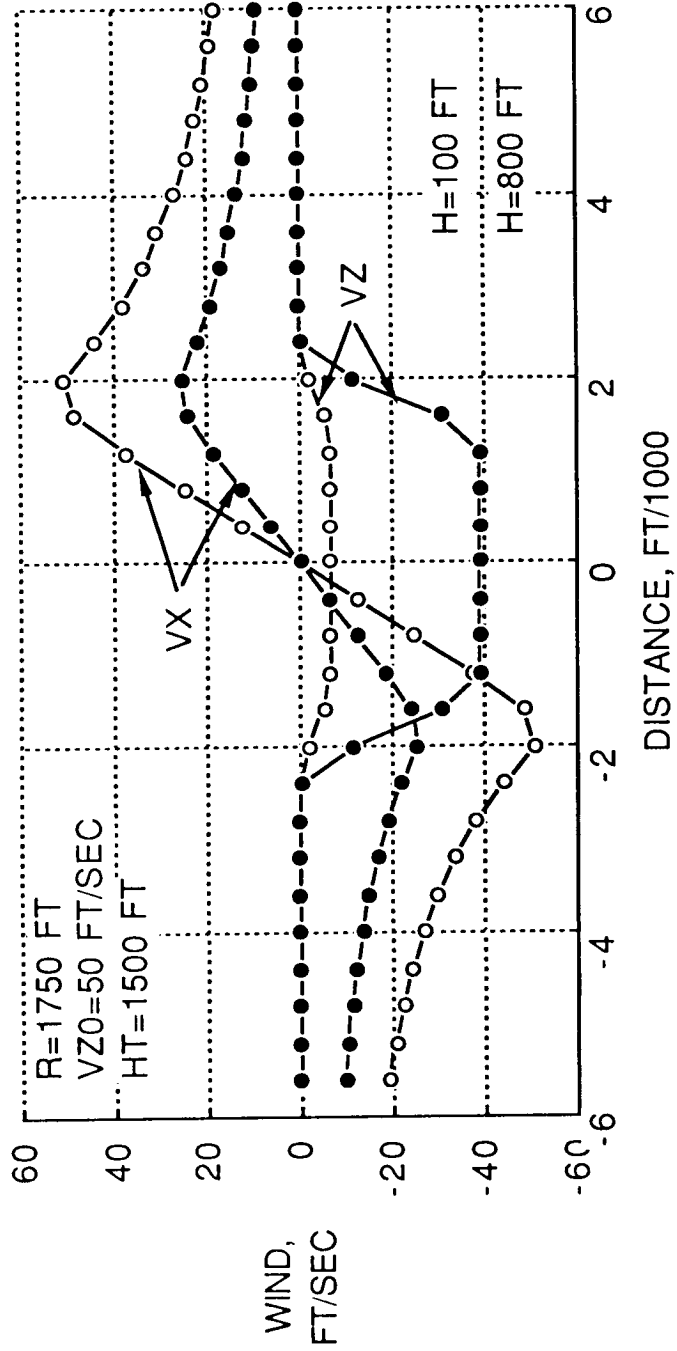
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Turboprop Twin

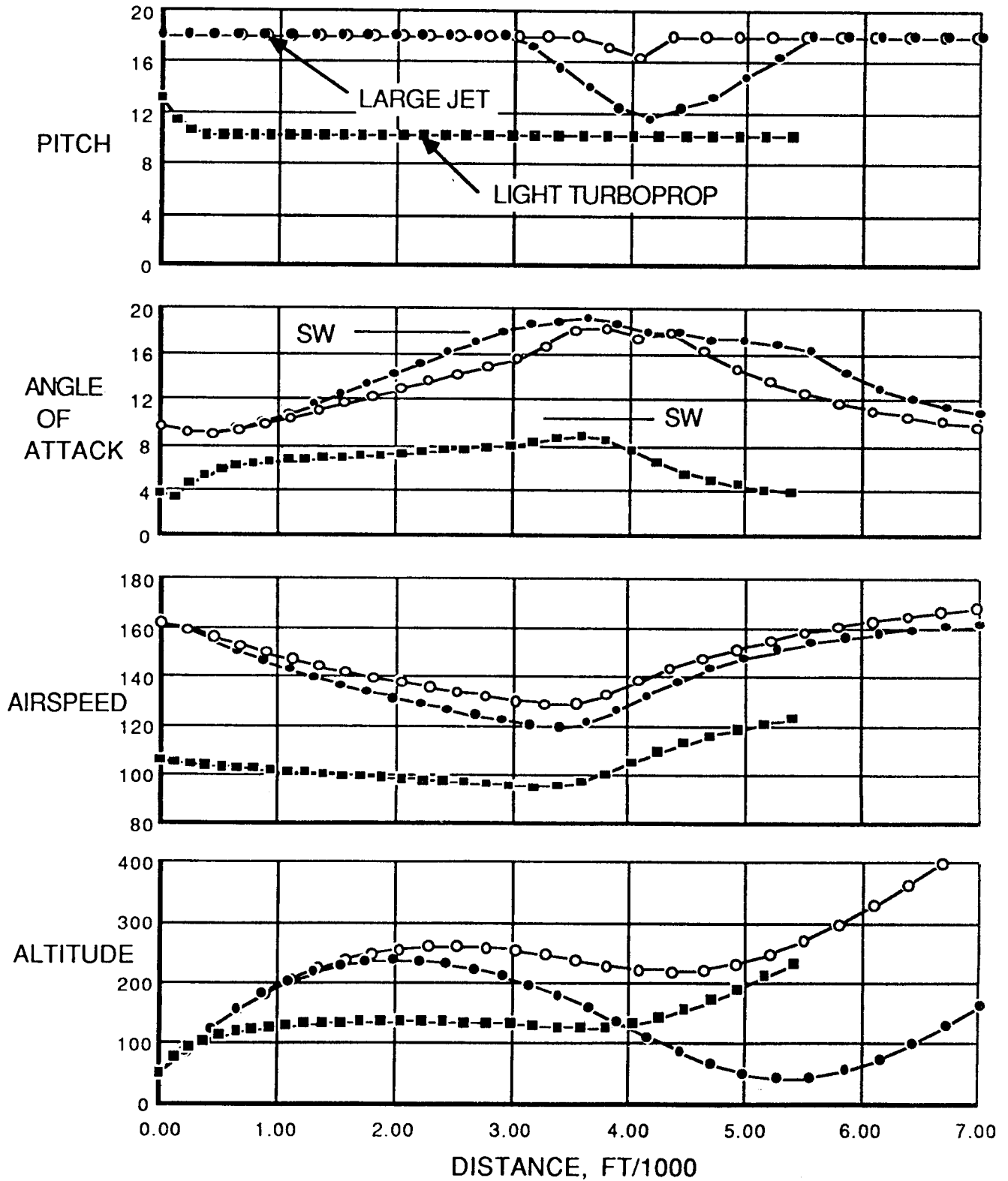
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# TYPICAL WINDS IN EXAMPLE DOWNBURST



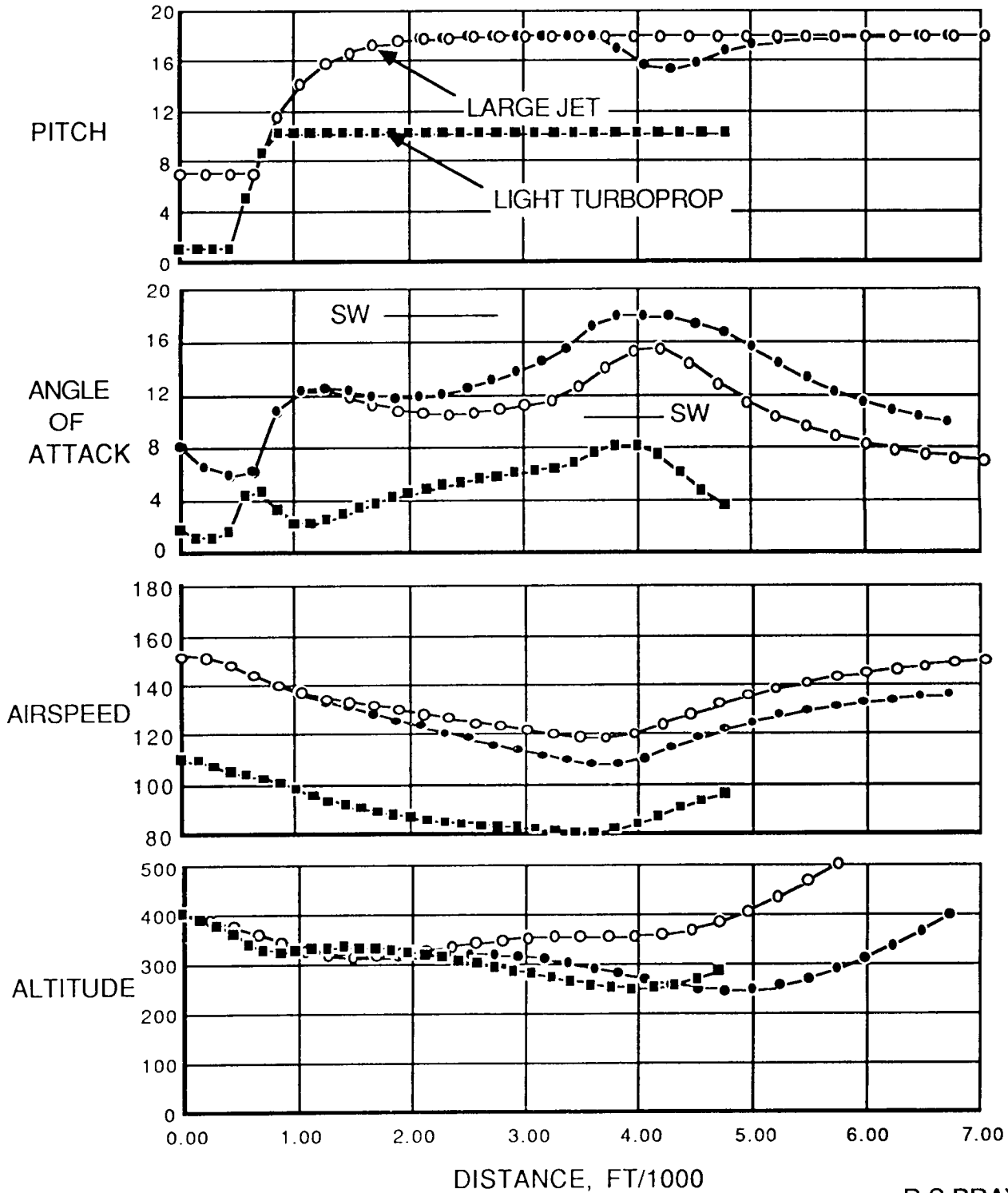
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# DOWNBURST ENCOUNTER AT TAKEOFF; LARGE JET TRANSPORT AND LIGHT TURBOPROP TWIN



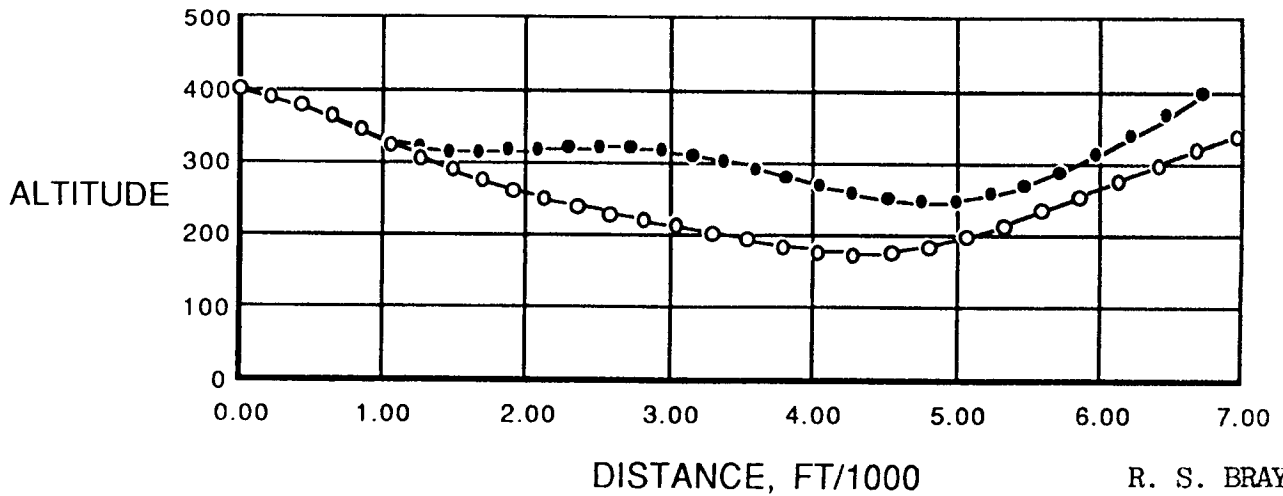
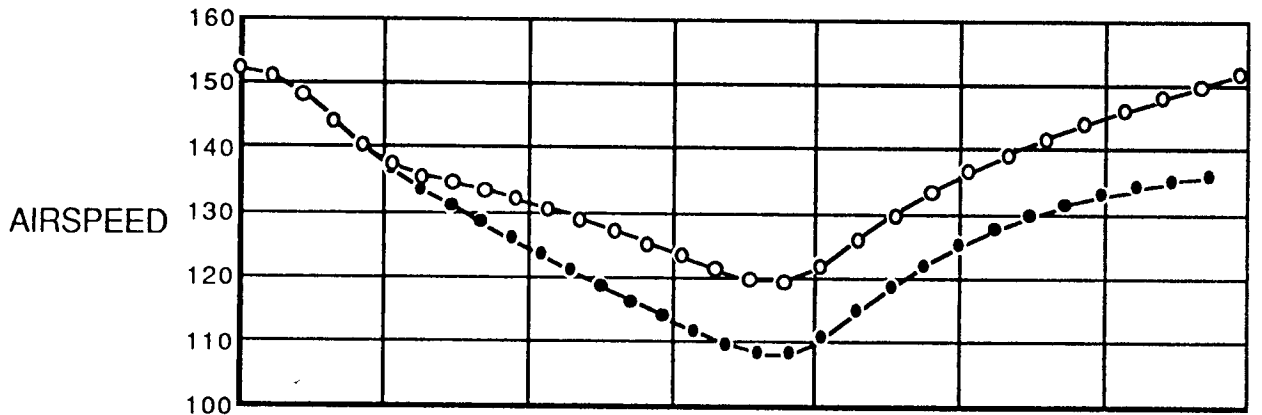
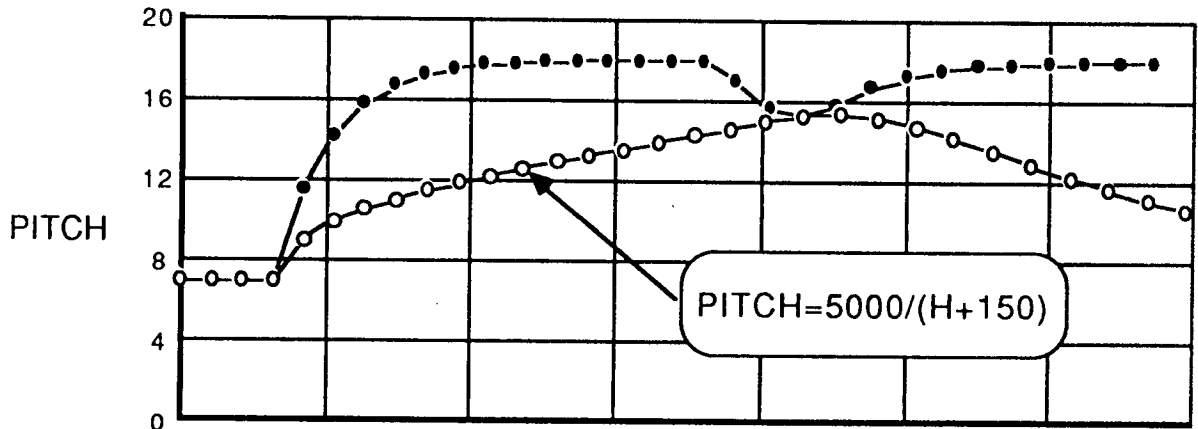
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# DOWNBURST ENCOUNTER ON APPROACH; LARGE JET TRANSPORT AND LIGHT TURBOPROP TWIN



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# A COMPARISON OF PITCH ALGORITHMS IN AN APPROACH ENCOUNTER WITH DOWNBURST SHEAR



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## **OBSERVATIONS:**

The light turboprop appears no less tolerant of a downburst encounter than the large jet.

With selection of a pitch target, the WSTA applies.