
**Figure 8-2.** *The horizontal plane's "reality" approach to landing.*

of situational awareness and understands the horizontal component, and therefore begins the approach with many more options available. In this example, if the pilot is tending more towards the road, he or she can "extend" the approach to remain in more favorable winds, and then continue the descent when the turn is more advantageous to the landing.

The vertical component of the landing profile is represented in *Figure 8-3.* This may be referred to as a "natural" descent profile. For example, the pilot may see a large field in the distance ahead and elect to initiate a shallow or low profile approach. The pilot would let the balloon cool naturally until it reached the point depicted as Point A in *Figure 8-3.* A normal descent rate at that point would project the balloon out on a line tangent with the descent curve at that moment. From that point, the pilot must maintain that line much like the control necessary for contour flying.

If, however, the winds are somewhat lighter or the landing site is tight, conducting the approach from Point B, *Figure 8-3* might be more appropriate. Again, the pilot should wait until the tangent of the descent curve aligns with the targeted