

LANDING THE AIRCRAFT – A HOW TO GUIDE

BEFORE ENTERING THE TRAFFIC PATTERN	DOWNWIND LEG – BEFORE RUNWAY NUMBERS
<ol style="list-style-type: none"> 1.) Get airport information (ATIS or UNICOM) 2.) Make your initial communication – announce position and intent to land <i>and receive clearance if necessary</i> 3.) Perform descent checklist prior to initial descent 4.) Perform pre-landing checklist prior to 45° entry to traffic pattern 5.) Slow the aircraft down to V_A (maneuvering) speed 6.) Enter traffic pattern at proper altitude. 	<ol style="list-style-type: none"> 1.) Report your position (non-towered airport) 2.) Slow down to V_A (if already not there) by reducing power and maintain altitude. 3.) Fly parallel to runway and check for other traffic
DOWNWIND LEG – AFTER RUNWAY NUMBERS	BASE LEG
<ol style="list-style-type: none"> 1.) Reduce power to 1700-1800 RPM's 2.) Carburetor Heat – ON 3.) Slow down aircraft till airspeed is within the “White Arc” on the airspeed indicator 4.) When airspeed is in the “White Arc” put in 10° of flaps 5.) Begin gradual descent (approx 500 ft. per minute) 6.) Continue to slow down aircraft and maintain 70 knots 7.) Begin turn to the base leg when runway is off of your shoulder at approx. 45° 	<ol style="list-style-type: none"> 1.) Report your position (non-towered airport) 2.) Control rate of descent with power, maintain 70 knots airspeed (continue descending) 3.) Fly perpendicular to the runway 4.) Put in 20° of flaps 5.) When close to the runway, start a gradual (15° bank) turn towards the approach end of the runway so that at the completion of the turn you will end up lined up with the runway 6.) Slow to 65 knots
FINAL LEG	TOUCHDOWN
<ol style="list-style-type: none"> 1.) Report your position (non-towered airport) 2.) Fly towards the runway numbers 3.) Control rate of descent with power, maintain 65 knots airspeed 4.) Put in full flaps - 40° 5.) Descend along the glideslope and keep the runway numbers in the same place on the windshield 6.) Control “left-right” drift with the yoke 7.) Control the direction of the nose with the rudder pedals 8.) Fly towards the runway numbers along the centerline of the runway 	<ol style="list-style-type: none"> 1.) 30-50 ft. off of the ground - make sure you are looking at the far end of the runway 2.) 10 ft. off of the ground - level off by pitching back slightly 3.) When the far end of the runway “disappears” (3-5 ft. off of the ground) begin your flare and pull back and back on the yoke slowly 4.) Maintain “left-right” drift with yoke and the nose direction with rudders 5.) Touchdown with the back two wheels (one at a time if necessary) 6.) Slowly let the nose wheel touch down 7.) Tap lightly on the brakes and when slowed down to a safe speed, taxi off of the runway
AFTER LANDING	
<ol style="list-style-type: none"> 1.) Stop after the exiting the runway at the “hold short” lines 2.) Report “clear of the active runway” (at non-towered airport) and your intentions 3.) Or receive taxi clearance from controlling authority (tower or ground control) 	<ol style="list-style-type: none"> 4.) Perform after landing checklist 5.) Taxi to: <ol style="list-style-type: none"> a. Parking b. Back to runway 6.) Repeat as needed