

Landing TLAR Procedure

Basically, the student needs to make only a few announcements, as their performance is clear enough to the CFII.

- 1) Before the flight, the student should decide on a reasonable pattern altitude for the day's conditions, then change this if warranted during the flight
- 2) Approaching Pattern, decision made to land
 - a) Pattern altitude: 600-800 ft AGL. Focus on thought pattern: "Pattern is XXX ft, field elevation is YYY ft, IP altitude is ZZZ ft".
 - b) Go through USTAL (Undercarriage (down and locked), Speed, Trim, Airspeed, Look) before IP
- 3) At IP
 - a) Disregard altimeter
 - b) Hand on dive brake handle (should already be there to descend to I.P altitude.)
 - c) Confirm pattern speed
- 4) Downwind
 - a) The major decision on downwind is when to turn base
 - b) "Watch" airspeed (use trim to tweak, change target speed if needed)
 - c) "Monitor" vario (should be between 200-400 fpm down, (2-4 knots) use divebrakes to control sink rate, or modify pattern if heavy sink or lift)
 - d) Announce points "A" and "B" (A is perpendicular to landing point, B is 45 degrees to landing point)
 - e) Judge angle to landing point (TLAR) High, low, about right?
- 5) Base turn: CAB (coordinate, airspeed, bank angle)
- 6) Base leg: judge angle to touchdown (TLAR) High, low, about right? Use divebrakes to adjust.
- 7) Final turn: CAB (coordinate, airspeed, bank)
- 8) Final leg
 - a) Watch airspeed (very important.)
 - b) Try to anticipate divebrake requirements and apply/remove as early as possible. Avoid full or no dive brake situations.
 - c) TLAR? High, low, about right? Use divebrakes for descent control.
- 9) Flare
 - a) Change focus from touchdown point to well down the runway
 - b) Back pressure on stick to flare, finish flare low to runway.
 - c) Use divebrakes to accommodate desired touchdown. (Main and tailwheel simultaneously.)
- 10) Rollout
 - a) Keep focus well down the runway
 - b) Use wheel brake to reduce speed below flying speed
 - c) Keep wings level with aileron, steer with rudder
 - d) Burn off energy so stop is low energy (risk of wheel brake failure)