

Short Field landing page 2

Touch down may be a bit more abrupt if the flare is done closer to 55 with little or no float.

After touch down apply break smoothly but firmly being careful not to skid the tires.

Touchdown should never be forced, but with proper technique touchdown within 25 feet of target is very doable.

Maintain centerline using the side slip technique

Maintain 55 to 60 on short final

At about 300 feet transition your focus to the far end of the runway. You must do this. Failure to do this will result in a tendency to dramatically over control the plane as you flare for landing.

At about 100 feet check your airspeed one last time to verify you have the speed to

While focused at the far end. Raise the nose slightly to slow the rate of decent as you approach the ground. This will be very close to a level attitude, but you will still be descending slightly.

Wait...

As the plane gets closer to the runway. Raise the nose a little more.

Wait... (speed slows)

As the plane slows some more raise the nose a little to slow the rate of decent...

Wait... (speed slows)

When you are just above the runway add a little more back pressure until the top of the instrument panel has been raised to the horizon. Hold this attitude until touchdown.

Add about 300rpm to soften the landing.

As soon as the plane touches cut the power to idle and increase back pressure slowly to maintain the nose high attitude until the nose wheel come on over on its own.

Cross Wind landing page 2

flap may be required. Add the second notch of flap and trim way forward to maintain the approach speed of 70. The pitch should place the bar at the top of the windshield on the horizon to maintain a 70 speed.

Maintain centerline using the side slip technique

Maintain 65 to 70 on short final

At about 300 feet transition your focus to the far end of the runway. You must do this. Failure to do this will result in a tendency to dramatically over control the plane as you flare for landing.

At about 50 feet check your airspeed one last time to verify you have the speed to

While focused at the far end. Raise the nose slightly to slow the rate of descent as you approach the ground. This will be very close to a level attitude, but you will still be descending slightly.

Remember to maintain directional control with the side slip all the way down through the flare, touch down and roll out.

Wait...

As the plane gets closer to the runway, raise the nose a little more.

Wait... (Speed slows)

As the plane slows some more raise the nose a little to slow the rate of descent...

Wait... (Speed slows)

When you are just above the runway add a little more back pressure until the top of the instrument panel has been raised to the horizon. Hold this attitude until touchdown.

As you roll out increase aileron into the wind to full as you slow to keep the wind from tipping you.

As the aircraft slows, increase back pressure slowly as to maintain the nose high attitude until the nose wheel come on over on its own.

FLIGHT TRAINING SUPPLEMENT – APPROACH TO LANDING STALL or POWER ON STALL

At 3000 feet or more **do some clearing turns!!!**

Establish steady flight with a reference point straight ahead at.

Begin by simulating an approach to landing,

Reduce power to idle, apply rudder as needed to compensate for loss of torque, raise the nose to slow down apply flap below 70

Continue raising the nose remembering to add rudder to compensate for decreasing airspeed. Steer only with the rudder. USE OF AILERON creates adverse yaw aggravating the stall. Keep the stick centered left to right during the maneuver

As you approach the stall speed and before you lose directional control begin a slight left turn then bring the stick all the way back to force the stall to break on queue. When you feel the plane buffet relax the stick pressure to arrest the stall. Apply FULL power Allow the nose to drop just to the horizon or a little below. As Airspeed builds back up retract the flaps and raise the nose to a normal climb attitude.

The maneuver is not complete until the flaps are up and the plane is in a steady climb.

FLIGHT TRAINING SUPPLEMENT – EMERGENCY LANDING

In the event of an engine failure use the SPELL acronym.

Speed

Establish best glide speed at 70 mph by applying the trim. Also verify everyone has their seat belt on.

Pick a Place to land and head for it.

If at a cruise altitude get over the landing area and circle down around the target. Break out of the spiral at pattern altitude abeam the touchdown zone.

Engine restart

Verify choke is closed. Fuel pump is on. Fuel selector is no. Ignition switches are on. Check Fuel quantity. Check fuel pressure. Turn the starter key **if the prop has stopped moving.**

Let someone Know

Set the comm radio to 121.5 and call Mayday Mayday Mayday. Allegro is (Give Position) Lost power Landing in a field. (number of souls on board) i.e. 2 souls on board.

You should plan to arrive abeam the touch down spot 1000 feet AGL

Keep your aircraft in close enough you don't come up short. Aim 1/3 of the way down the field.

Note: over shooting can be just as bad as an undershoot.

As Landing is assured apply flap. Full flap will bring you down fast, Full flap with a forward slip will bring you down even faster

In the event you do start to come up short, retracting some flap (speed allowing) will increase your glide distance.

Before touch down turn off your fuel selector, ignition switches. After your flaps are set for the last time turn off the Master switch. This limits the chances of a fire should you ball it

FLIGHT TRAINING SUPPLEMENT – POSTFLIGHT CHECK

Same as preflight check

If you experience a hard landing, please check all surfaces.