

NORMAL APPROACH AND LANDING

BASE TURN

~700 AGL AND 45° FROM RUNWAY



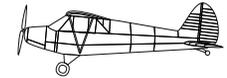
ABEAM #S

POWER REDUCTION
START DESCENT
FLAPS (DEPENDING ON ACFT)
G.U.M.P.S.



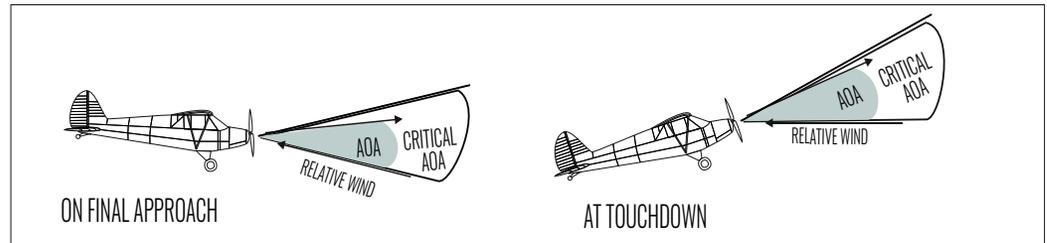
DOWNWIND

APPROPRIATE SPEED
PRE-LANDING CHECKLIST



BASE LEG

FLAPS (DEPENDING ON ACFT)



FINAL TURN

~500 AGL
FLAPS
MAINTAIN FINAL APPROACH SPEED
SMALL ADJUSTMENTS
FLY STABILIZED APPROACH

TRANSITION

POWER IDLE
SLOWLY RAISE THE NOSE



FLY WITH THE RUNWAY

HOLD THE AIRPLANE ~1-2 FEET AGL
WHEELS WILL TOUCH
THIS IS CALLED FLOATING. IF IT LASTS TOO LONG YOU HAD TOO MUCH SPEED.



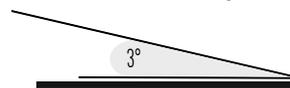
TOUCHDOWN

MAINTAIN BACK PRESSURE TO HOLD NOSE OFF
NOSE WILL FALL SLOWLY
BRAKE AS REQUIRED



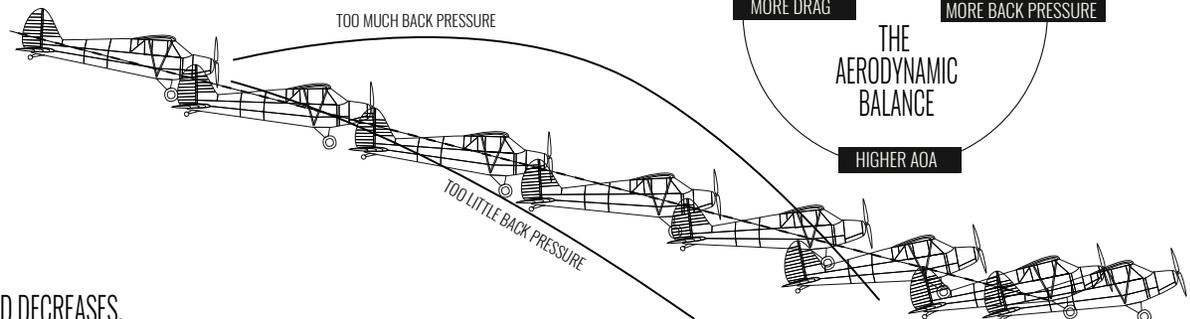
EXIT RUNWAY

ONCE SLOW, TURN CLEAR OF THE RUNWAY



TRANSITION

POWER IDLE.
SAME FLIGHT PATH. HIGHER AOA



A LITTLE FLOATING, RIGHT OVER THE GROUND, IS EXPECTED.

	SPEED	AOA	PITCH
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DOWNWIND

STABLE

STABLE

STABLE

ABEAM #S

DECREASING

INCREASING

LOWER; THEN STABLE

BASE

STABLE

STABLE

INCREASING

FINAL

STABLE

STABLE

INCREASING

TRANSITION

DECREASING

INCREASING

INCREASING

WHILE ON APPROACH, PITCH IS MOSTLY CONSTANT, BUT AOA IS INCREASING AS SPEED DECREASES.