Landing TLAR Procedure

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

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, Airbrakes, 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)

JV, TK
6/25/03