

HOW TO TAKE OFF AND LAND IN A SPORTCRUISER

1. Nose Wheel Strait on the Center Line
2. Full Power / Right Rudder
3. Back pressure at 50 KIAS
4. Relax Back Pressure when the nose wheel leaves the ground
5. Right Rudder
6. Pitch for 65 KIAS
7. Establish Visual Picture consistent with 65 KIAS
8. Verify that aircraft is tracking strait out from the runway - check wind correction
9. Verify speed
10. Climb to 500 AGL
11. Turn 90 degrees to crosswind - crab into the wind
12. Radio Call: **Mesquite Traffic; SportCruiser 613PS Left Crosswind; Runway 17; Touch and go Mesquite traffic**
(Substitute your Airport, Tail Number, Left/Right Traffic and Runway number where items are shown in green)
13. Verify speed/pitch and rudder coordination
14. Turn downwind; Aircraft should be approximately a wing lengths view from the runway
15. Radio Call: **Mesquite Traffic; 613PS Left Downwind; Runway 17; Touch and Go; Mesquite Traffic**
16. Verify ground track will keep the aircraft the appropriate distance from runway
17. Verify speed/pitch and rudder coordination
18. Level off at traffic pattern altitude (1000 AGL)
19. QUICKLY reduce power to 4200 RPM
20. Pitch up to maintain altitude
21. Verify altitude and distance from runway
22. Abeam numbers QUICKLY reduce power to 3000 RPM
23. HOLD NOSE UP and hold altitude until speed slows to 75 KIAS
24. Add 10 degrees flaps while simultaneously reducing pitch to maintain 65 KIAS
25. Wait for 45 degrees from the end of the runway threshold; turn Left Base
26. ADD flaps to 20 degrees WHILE TURNING
27. Roll out on appropriate heading consistent with wind to establish correct ground track Perpendicular to Runway
28. Radio Call: **Mesquite traffic; 613PS Left Base; Runway 17; Touch and Go; Mesquite Traffic**
29. Pitch for 65 KIAS - verify pitch visually and maintain until the flair

30. Turn to Final
31. Radio Call: **Mesquite traffic; 613PS Final; Runway 17; Touch and Go; Mesquite Traffic**
32. Find aiming point on runway and maintain visually at the same spot on your wind screen
33. Verify 65 KIAS and adjust power as necessary to maintain aiming point; Adjust pitch to maintain 65 KIAS
34. Add flaps to 30 degrees as necessary
35. Verify Speed – 65 KIAS
36. Power to idle when the field is made
37. Verify aircraft is lined up on centerline – use Aileron to correct
38. Level off approximately 6-10 feet above the runway
39. Start flare with light stick pressure and **continuously increase** as aircraft slows – do not allow the aircraft to balloon up or sink quickly
40. Keep nose pointed directly down the runway – use rudder to correct
41. Touch down
42. Maintain centerline with MINIMAL rudder input and NO BRAKING
43. Retract Flaps
44. Full Power - add right rudder
45. Repeat from step one as necessary

These are the 45 easy steps to complete a touch and go

Keys to good landings:

- Start with a good, stabilized approach
- Be precise on your airspeeds

Pitch = Airspeed

Power = Altitude

Bank = Move to Centerline

Rudder = Align nose with centerline

