

The Landing Doctor Code for Private Pilots

- “Fly the Plane”, “Fly the Plane”, “Fly the Plane”.
- Establish and use a Personal Limitations Checklist “PLC”
- Become the “Master and Commander” of your ship.
- After takeoff, remain in ground effect until reaching V_y of 72 KIAS.
- During climb, you must see over the nose. ”You must see over the nose.”

Having the horizon

in sight will prevent the possibility of a departure stall. Use full power and V_y+10 to achieve Maneuvering Climb Speed of 82 KIAS before making any turns in the climb.

- All stalls will be imminent.
- Departure stalls will only be practiced with a CFI on board.
- Banks over 20 degrees will be avoided in the traffic pattern, especially during the turn from base to final.
- If the pilot finds himself in the coffin corner because he/she overshot the turn from base to final, an immediate go-around will be initiated.
- Defined Go-Around Point (DFGAP). At 200 feet AGL, the plane must be at 60 KIAS $+10/-$ 5 knots, lined up with the center line and in its final flap setting of 20 or 30 degrees.
- All ballooned flares will result in a go-around. No balloons to a landing. All landings will be to a full stop with a taxi back until accumulating a minimum of 100 hours PIC and 300 landings
- Never touch down before the numbers, as landing short of the runway beginning can result in a serious accident.
- Always land in the first third of the runway.
- Always land with 90 minutes of fuel on board. (FOD of 6)
- If the engine quits immediately switch tanks, then emergency check list.
- Do not leave the traffic pattern if the temperature dew point spread is less the 6 degrees.
- Only fly on clear nights when ground lights are visible.
- Do a more careful preflight when the plane has just come out of the shop.
- Always have a solid gold out.

Learn more at: www.landingdoctor.com Oct 6, 2018 abv.