

Landing Check Lists

Nyal Williams

I wonder how many different landing checklists are in use. If the list you use is not USTALL, (Undercarriage, Speed, Trim, Airbrakes, Look out for Traffic, Land), please post here and label the items.

Barney

On 26 Dec 2005 19:01:13 GMT, Nyal Williams

FUSTALL

Flaps

Undercarriage

Speed

TRim

Airbrakes

Look

Land.

Shawn

WUFSTALL

Water

Undercarriage

Flaps

Speed

Trim

Airbrakes

Look (traffic obstructions wind)

Land

What I wonder is *when* people run through their checklist. I do mine before the IP so I have at least the time in the pattern to sort out any problems (e.g. airbrake malfunction, wind direction different on ground vs pattern altitude).

I've heard of some folks doing their list on downwind. Too late for my comfort.

Shawn

Mark Dickson

WULF - Waterballast, U/C, loose articles, flaps.

John Galloway

WUF - shortened to 'WU' since I don't have flaps and to 'U(gh)' without the water.

...

Charles Petersen

SWAFTS

Straps

Wheel (down)

Water (dumped)

Wind (speed and direction)

Approach Speed

Flaps

Traffic

Spoilers (check)

In use in Canada...

Don Johnstone

I don't use a checklist, I configure the glider appropriate for the stage of the flight.

Using a checklist which is not appropriate for the glider being flown can mean that the automatic checklist becomes an automatic response

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WUFSTALL

W - Water out

U - UNDERCARRIAGE DOWN AND LOCKED

F - FLAPS SET FOR LANDING

S - STRAPS (BELTS) TIGHT

T - TRIM FOR LANDING SPEED

A - AIRBRAKES / AIRSPEED / ANGLE TO RUNWAY

L - LOOSE OBJECTS (NONE) LANDING AREA CLEAR

L - LOOKOUT

BB

This is a good question, since many standard checklists leave out important things and add silly ones ("Land?" What, I'm going to forget to land?!).

Mine:

Wind (direction, strength, how strong will gradient/wind shadow be)
Ground (pick place to land, look for obstructions, wires, fences, pick approach path to landing spot)
Gear (down and locked, and check)
Trim (pick speed appropriate to conditions, trim to it, configure glider for landing including flaps and spoiler check)
Traffic (announce, look!)

Derek Copeland

For all landings, my pre-landing check is:

W- Water jettisoned.
U - Undercarriage down and locked.
L - Loose objects stowed away and, considering myself as a potential loose object, straps tight.
F - Flaps set as appropriate.

For field landings I also do:

W - Wind speed and direction (estimate as best as possible)
W - Wires - power, telephone and electric fences
S - Size
S - Slope
S - Surface
S - Stock
T - Tramlines

Derek Copeland

Shawn

I don't include "Straps" or "Loose Objects" in my check list because loose anything in the cockpit can become problematic at any point in a flight. Is this a regional item?

Shawn

Derek Copeland

The basic pre-landing checklist I use is the one recommended by the BGA in the UK. Loose items and loose straps are more likely to become an issue when flying in the turbulent air close to the ground, and during the ground run in a bumpy field.

Derek Copeland

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For an out landing I use: Wild Woman Seek Sex, WWSS Wind, Wires,Slope,Speed. Tom Hubbard

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BFUBBS WATT

Ballast - dumped

Flaps - Landing configuration

Undercarriage - down and locked

Brakes - Deploy spoilers and check operation

Brakes - Verify brake control either on spoiler or stick (esp. if flying various ships)

Straps - Tight

Wind - Direction, speed, gusts

Airspeed - Appropriate for Terrain and Wind

Traffic - Look and Listen

Transmit - Announce IP and other locations as appropriate

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A checklist should only be used for actions that are not routinely done during flight, and are essential to the procedure (landing, in this case). So really, the only thing needed for most glider landings, is making sure the gear is down (if it's retractable in the first place). Everything else listed in the common Before Landing "checklists" are just reminders.

Note that the same logic applies to before takoff checklists - they should only cover items that are critical to the maneuver about to be accomplished - takeoff and flight in this case.

Some of the actions listed are a joke. Airspeed? Especially in gliders, we are always adjusting our airspeed to the phase of flight we

are in - cruising, thermalling, pattern, landing. No checklist needed. Trim? Ditto - and pretty obvious if not done. Flaps? Sure, when appropriate - but depends on winds, etc.. and you've been playing with them since takeoff anyway, haven't you? Traffic? YGTBSM! When in flight can you not be looking for traffic!

So - reminders are fine - but don't get hung up in the pattern trying to remember what the second L in WUFSTALLLSWAFTWTFO means. By all means prepare yourself for landing by getting ready and analyzing the environment; but fundamentally landing is no different from entering or leaving a thermal! Do you have a pre-thermallng and a post-thermallng checklist?

The classic old power plane/military GUMP (Gas Undercarriage Mixture Propeller) check was created to ensure that the critical, life-or-death (or at least -damage) items were checked in the pattern prior to landing. Since we glider pilots don't usually have any G, or an M or P to worry about, only the U would seem to be useful for that small percentage of the gliding community fortunate enough to be able to land gear up.

And when we are blessed to be tooling around the pattern in a 2-33 or a K-13 or whatever - tell the front seat stick actuator to quit yakking about "wufstall" or "swafts" (whatever they are) and just land the darn thing! As slow as possible! Preferably on the runway!

Kirk
66

Oh, and a nice loud "Shut up and look out the window!" is almost always called for...especially when there are nice shiny gadgets on the panel to look at...

MB

I despise long checklists. The chance of landing with the gear UP is directly proportional to the length of the checklist followed. The more checklist items you follow, the less time spent doing something important.

Oh, unless putting the gear down is just repeated throughout the checklist umpteen times :)

A very real exception, however, is the airspeed. Might

be a useful item for those who fly a lot of different aircraft, or at different weights. But even then it ***might*** be ignored if the runway is long enough ;)

Takeoff checklist seems to be another matter entirely. I look carefully through the fatal accident reports and prioritize my checklist by what killed the most pilots in type. Do THAT stuff at the beginning AND the end of the checklist...

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Bruce Hout

Here in New Zealand the standard pre-landing checklist is Straps, Undercarriage, Flaps, Brakes, which is pretty short.

You could argue that Straps is unnecessary, but I think it probably is a good reminder that in some of the conditions we fly in it can get a lot bumpier as you drop below 1000 ft or so. But the big reason to tighten straps is in case of a sudden stop, right?

I've never quite known what to do for flaps at that point. No problem if you don't have them of course, but in the one flapped ship I fly, landing flap is about half as effective as the airbrakes (i.e. about 1/3 of the total drag available) and I do not generally want to have that deployed all the way along downwind unless I'm worried about possible 1000+ fpm sink in the circuit and starting high and doing a Stuka circuit. So I just make a plan (and announce if there's someone in the back seat) which is generally along the lines of "I'll fly clean (or in +6) until on base (or turning final), when I'll put in landing flap.

Brakes: just open and close them to make sure they deploy and are symmetrical. If they're not going to deploy (whether for mechanical fault or due to icing) then best to find out before you're on finals. Conversely, if they're not going to close properly after you test them then best to be somewhere where you can get to the airfield with full brake. Which argues for this being a downwind check rather than something you might do too much earlier.

I can understand how pilots of powered aircraft might have trouble with speed, since they generally have to slow down to speeds they'd never otherwise use. But it seems to me that most gliders should be approached at a little bit over min sink in calm conditions, to a little

bit over best L/D when it's blowing and those are speeds and attitudes and stick positions that you're going to know very well.

Right. There can be a lot of things that might prevent a successful transition from not-flying to flying. Switching from flying to not-flying is pretty fail-safe as long as you don't do it by hitting something or stopping flying while too high off the ground.

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Bruce | 41.1670S | \ spoken | --+

Hoult | 174.8263E | ^ here. | -----O-----

Keith Morgan

I'm told George Lee used

W-ind

W-ater

W-heels

Keith Morgan

I'm told George Lee used

W-ind

W-ater

W-heels

Chuck Griswold

I kind of like the WWW. Leave off the first two Ws and add F. (flare)

at the end. Ofcourse I'm the guy that landed with his spoilers taped shut.

Chuck

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I was taught TOWARD

T - Traffic

O - Obstacles

W - Wind

A - Airspeed

R - Retracts

D - Dive Brakes

I still use it but I've added "gear down and locked" to my radio call.

If I start flying with ballast, I'll most likely need to change it though.

Ray Warshaw

Andy

You have received quite a few replies but so far I don't think anyone has distinguished between written check lists as recommended by FAA and mnemonics usually favored by glider pilots.

I use a written checklist to ensure that I have done everything required to prepare myself and the glider for flight. That is completed before grid time and rechecked before the contest launch starts. After that I use no written checklists. I shudder to think how those that can't extend the gear on short final would cope with the task of finding, reading, executing, and stowing a checklist. I'd rather have my eyes outside.

Mnemonic CBIFTCB covers everything I need for takeoff. I use WUFST (water, undercarriage, flaps, speed, trim) for landing.

Andy

Nyal Williams

Thanks to all who have replied. My interest comes from instructing students and giving them a consistent procedure. Several answers were from pilots with lots of experience and with very short checklists, which is fine, of course. I wanted to see how many different lists were in use. My own procedure is

W water dump

U undercarriage down

F flap setting

S pattern speed

T trim

A air brakes test

R radio

E enter pattern

I seldom fly with water, and rarely fly a flapped glider, but by running this list through my head every time I fly, I will have a ready reminder to save me from embarrassment. I fly fixed gear, mostly, with students. Without doing this it is likely that I might not lower the gear in my own glider.

I insist on doing it all before entering the pattern so as to have eyes outside only at that point. I'm

also in close enough, and with enough altitude, that if the airbrakes jammed open I could still get to the runway.

Critique, if you like. I intend to take down all these lists and offer them up for discussion at one of our club meetings.

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Nyal,

No critique, this is a good discussion, and buried in it seems to be the consensus by experienced pilots that the checks, in whatever form, should be done before pattern entry and not while in the pattern actively in the process of landing.

Cheers!

Kirk

d*@yahoo.com**

Nyal,

I use TOWARD . Traffic, Obstacles, Wind(direction and speed), Airspeed, Retractable gear(down), Dive brakes(check). Not as good as GUMP for power flying, but easy to remember.

Dean Chantiles "GO"