

## Lesson 3. Three-point and wheel landings

Ground 0.5 hr | Dual 2.0 hr | 14 CFR 61.31(i) | Est. \$560 member, \$750 non-member

**Aircraft:** Luscombe 8E, N1302B, Salinas (KSNS) **14 CFR 61.31(i) elements:** normal landing, wheel landing, and go-around brought to standard.

STUDENT

DATE

INSTRUCTOR

AIRCRAFT

N1302B Luscombe

Ground only

FLIGHT TIME

GROUND TIME

### ON THE GROUND

The ground portion is short because the airplane teaches this one.

Three-point. Stick fully back. The airplane quits flying and touches at the same moment. Short field and soft field variations.

Why the stick comes back and stays back. The single most common cause of a bounce is a stick that stopped moving.

Wheel landing, and why it exists. More control, better crosswind behaviour, better visibility over the nose, and useful at night and in airframe icing. The forward stick at touchdown, and the timing of it.

The bounce. What causes it, what it looks like from the cockpit, and what you do.

Common errors, named before you make them. High rate of descent. Failure to get the stick back. High airspeed. Diving at the runway. Too slow. Not noticing lateral drift.

### IN THE AIRPLANE

Calm wind, or wind straight down the runway. Crosswind is Phase 3 and today is not it.

Three-point landings, to standard. Short field and soft field.

Stick back, and staying back, through the rollout.

Wheel landings, to standard, with the forward stick movement timed to the touchdown.

Bounce recognition and recovery. Both what to do when it is small, and the go-around when it is not.

Go-arounds, to standard, from the approach and from a bounce.

### COMPLETION STANDARDS

1. You fly a three-point landing with the stick fully back at touchdown and all three wheels arriving together, and you keep the stick back through the rollout.
2. You fly a wheel landing with the main wheels touching first and the forward stick applied at touchdown, not before it and not after the airplane has already begun to skip.
3. You state the attitude and energy target for each before you fly it, and they are different answers.
4. You recognise a bounce and name it aloud before the instructor does.
5. You recover a small bounce and go around from a large one, and you can say afterwards which one you had and why.
6. You fly a go-around to standard: power, attitude, then cleanup, with the centreline held.
7. You land without lateral drift, or you go around.

Standard 3 carries the lesson. A pilot who can fly both landings but describes them the same way is blending them, and the blend will come apart the first time there is a crosswind.

**DEBRIEF AND SIGN-OFF**

---

What went well, what to work on next lesson.

Sign once for the whole lesson. Steps left unchecked above were not completed this session.

INSTRUCTOR SIGNATURE / INITIALS

DATE