Landing

Peel off (to leave flight formation in order to land), should be performed at speeds **no greater than 200-225 mph.**

Descent

windshield defroster (Before descent) **ON**

Approach Check(When approaching the field for a landing)

Fuel **FULLEST INTERNAL TANK**
Fuel booster pump **ON**
Mixture control(AUTO RICH on earlier aircraft) **RUN**
Carburetor ram and **hot-air(**control levers) **AS REQUIRED**
Oil and coolant radiator air **AUTOMATIC**
Clean out the engine at **3000 RPM and 61 in.Hg for 1 minute**
Prop control **forward to 2700 RPM**
Shoulder harness, lock harness and check by leaning forward against it. ??? ;]

Landing Procedure

Keep the pattern in close enough to the field and at sufficient altitude in case of an emergency.

UPWIND LEG **1000ft**
CROSSWIND LEG **1000ft/200mph**
DOWNWIND LEG **1000FT/160mph**
Landing gear(170mph or less) **DOWN**
Check the landing gear indicator lights
Check the hydraulic pressure returns to **100 PSI**
Nose feel heavy **ADJUST THE PITCH TRIM TO COMPENSATE**
Flaps **ON**
On the turn to final approach(airspeed under **165IAS)** **FLAPS FULL DOWN**
BASE LEG **DESCENT/160mph**
FINAL (Once lined up) **600ft/112-120mph/GEAR/FULLFLAPS**
When sure of a CORRECT LANDING APPROACH **CLOSE THE THROTTLE**
Just before getting to the runway, BREAK THE GLIDE WITH A CONTROLLED FLARE and approach so as to land within the first third of the runway, in a 3-point attitude.
TOUCHDOWN **90MPH**

Keep the stick held back until enough speed is lost and you are ready to turn off the runway and taxi.
Never attempt to push the stick forward and unlock the tail wheel in a turn when taxiing. Release the tail wheel before starting the turn.