Pre-landing Checklist ---- R-U-F-S-T-A-L

Radio Call –
- Make a radio call
  - Who you are calling   "Beloit traffic"
  - Who you are   "Glider 17968
  - Where you are   "One mile north of the airport"
  - Your intentions   "Entering left traffic"
                                            "Landing runway 7"
  - Who you are calling (repeat)   "Beloit traffic"

Under-carriage (landing gear).
- Ensure the landing gear is down and locked.
  Your glider may not have a retractable landing gear, but someday you may be flying one that does. This checklist items helps you form a habit that will serve you well in the future.

  For fixed gear aircraft, simply say:
  "Gear down and welded" or "Gear fixed down".

Flaps
- Ensure the wing flaps are set for landing
  Again, your aircraft may not have wing flaps. If it does not, simply say:
  "This aircraft has no flaps"

Speed
- Determine the speed to be used on this approach.
  1. Start with the glider's best glide speed (e.g. 42 knots for the ASK-13). Never fly an approach below this speed.
  2. Add 1/2 the steady wind speed (e.g. add 5 knots for a 10 knot wind).
  3. Add 1/2 the gust speed (e.g. for a 10 knot wind gusting to 20 knots, add another 5 knots).

  Example:
  The approach speed for an ASK-13 on a day with a 10 knot wind gusting to 20 knots would be **52** knots = 42 + 5 +5.

- Establish the approach speed.

Trim
- Trim the glider, as best you can, to hold your calculated approach speed.

Airbrakes
- Check and set the airbrakes.
  Wait to do this check until you are certain, in the unlikely event your dive brakes jamb fully open, you will be able to reach your intended landing spot.

  To check the airbrakes, open them fully, look at each wing to verify full deployment, then set the dive brakes/spoilers as needed for descent. The recommended initial setting is 1/2 deployment. At 1/2 deployment, you have options for managing (increasing or decreasing) your descent rate as conditions warrant.

Look
- Look at your landing area.
  You are looking for things that could end up being emergencies.
  - Other aircraft on or about to move onto the runway
  - People, equipment, animals in a position to become a problem
- Look at the windsock.
  Think about how the wind is going to affect your pattern and landing.
- Have several options for a landing spot in case things do not go as planned.
- Regularly look at your landing spot to gauge/manage your descent.