Simwings

Virtual Accelerated

Co-pilot Enrichment program

Additional notes on landing the T-38

Landing technique

The following information was retrieved from the internet and offers – in my opinion – a clear view on how to fly the break, putting the aircraft into the landing configuration whilst travelling at the correct speeds and landing it safely.

Overhead break altitude

Flying the overhead break starts at 1500 feet AGL, at 300 knots. This line, flown down the runway, is known as the "initial".

The break itself

At midfield, make a smooth left-hand turn at 60-70 degrees angle of bank, turning 180 degrees and pull off some power

Downwind

Once the 180-degree turn has been completed, you should be flying approximately 0.5 miles away from the runway. When you're abeam the landing area, lower gear and flaps (full for landing, 1 down for touch and goes) and add power to maintain 200 knots.

The "perch"

This is a position 45 degrees off the landing area. From here, you start your turn toward final approach. Bank to the left, 45 degrees angle of bank and lower the nose about 5 degrees. Keep you angle of attack in the optimum area (the green 'donut' on the AOA indicator) and make sure your airspeed stays in the safe zone. Prevent airspeed bleed-off!

Final approach

Once rolled out on final approach, aim for a point slightly in front of the runway. When you're approaching the threshold, shift this point into the landing area or toward the runway numbers. This should bring you in a position where you cross the threshold at about 20 feet.

Touchdown

Upon touchdown (for full stop landing), test your pilot technique: keep the aircraft in a nose-up attitude to use aerodynamic braking instead of using Talon's wheel brakes (in real-life described as 'weak').

The challenge here is to NOT let the aircraft 'hop' back into the air.

Graphical overview