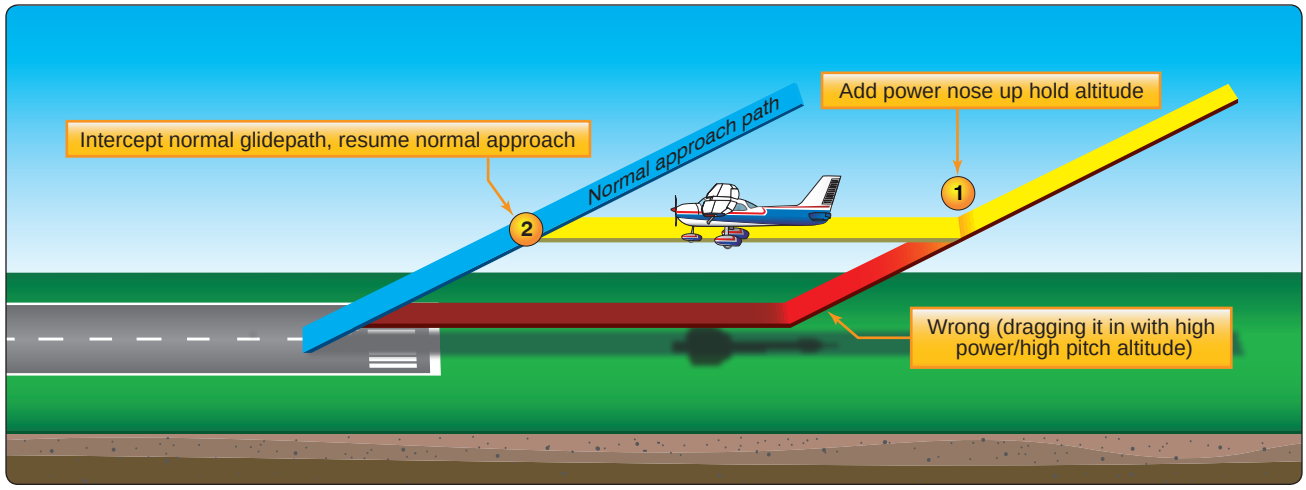

Figure 8-31. *Right and wrong methods of correction for low final approach.*

and control usage, the airplane may stall or sink rapidly, contacting the ground with a hard impact.

Whenever a slow speed approach is noted, apply power to accelerate the airplane and increase the lift to reduce the sink rate and to prevent a stall. This is done while still at a high enough altitude to reestablish the correct approach airspeed and attitude. If too slow and too low, it is best to execute a go-around.

Use of Power

Power can be used effectively during the approach and round out to compensate for errors in judgment. Power is added to accelerate the airplane to increase lift without increasing the AOA and the descent slowed to an acceptable rate. If the proper landing attitude is attained and the airplane is only slightly high, the landing attitude is held constant and sufficient power applied to help ease the airplane onto the ground. After the airplane has touched down, close the throttle so the additional thrust and lift are removed and the airplane remains on the ground.

High Round Out

Sometimes when the airplane appears to temporarily stop moving downward, the round out has been made too rapidly and the airplane is flying level, too high above the runway. Continuing the round out further reduces the airspeed and increases the AOA to the critical angle. This results in the airplane stalling and dropping hard onto the runway. To prevent this, the pitch attitude is held constant until the airplane decelerates enough to again start descending. Then the round out is continued to establish the proper landing attitude. This procedure is only used when there is adequate airspeed. It may be necessary to add a slight amount of power to keep the airspeed from decreasing excessively and to avoid losing lift too rapidly.

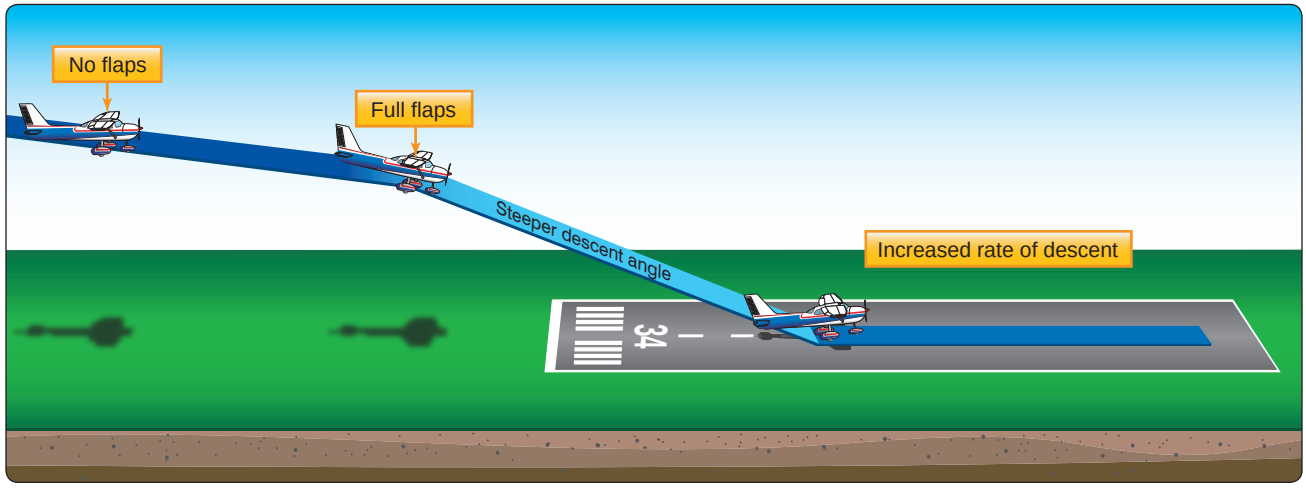

Figure 8-32. *Change in glidepath and increase in descent rate for high final approach.*